

Hongkong Daily Press.

ESTABLISHED 1857.

No. 16912, 號二十一萬九千六第 日三初月六年壬壬 HONGKONG, TUESDAY, JULY 16th, 1912. 二拜禮 號六十月七年二十百九千一英港香 PRICE, \$3 PER MONTH.

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DEATH.

On July 10th, at Swatow, REGINALD JULIAN, the infant son of Mr. and Mrs. J. H. R. HANCE.

HONGKONG OFFICE: 101, DES VUEX ROAD C
LONDON OFFICE: 131, FLEET STREET, EC

The Daily Press.

HONGKONG, JULY 16th, 1912.

We drew attention recently to an interesting report with regard to the great French railway running from Haiphong to Yunnanfu. We have been furnished with a few notes on certain features of the report as well as upon our own comments. These are of considerable public interest and we have pleasure in giving the other view of the picture. It was stated in the Report that the import and export trade in the provinces traversed by the Haiphong-Yunnanfu Railway has not reached the stage of development which had been anticipated, because of the frequent interruptions of the traffic during the rainy season, the high rates of the transport tariff and the difficulties resulting from the Customs regulations. We are informed that it is true that interruptions in the traffic have been rather frequent, but it must be observed that the railway was opened to traffic in successive sections and that completing works, lasting two or three years were needed on some important points of the track. Such a state of things, it is pointed out, is not peculiar to the Haiphong-Yunnanfu railway, but is applicable to all new railways, especially in the East. It must be expected that for two or three years more, in spite of the precautions taken by the Railway Department, new interruptions will occur

due to the influence of the tropical rains over soft ground easily disintegrated. This is unavoidable in the working of a mountain railway during the stage which follows its opening. It must be borne in mind, too, that the line, starting from the sea level, reaches a height of 1,900 metres at Yunnanfu. Then with regard to "Customs formalities," we are informed that the Railway Company has adopted, in conjunction with the Chinese and Indo-China Customs Administrations, special arrangements enabling each of them to render the incriminated formalities to which objection is made as simple as possible. For instance, the goods forwarded from Haiphong to Yunnanfu are placed, after examination, in cars which are immediately sealed and the customs officials at the frontier have only to ascertain whether the seals are in good condition. If they are, the cars are directed towards their destination, where the goods are again submitted to examination. The Railway Company will relieve the senders of all the customs formalities provided it is supplied with full particulars. It is for this service that a duty of four dollars per car is charged, and not six dollars per ton as incorrectly reported. A transit duty representing only 2½ per cent. of import duty in Indo-China is charged for goods passing through Tonkin. It is not, however, necessary to pay the whole import duty when the goods are landed on the Indo-China territory, though it may be pointed out that goods entering Yunnan from Burma have to pay the whole of the import duties in Burma, and part of them is refunded to the traders only after they have produced a certificate of import in China from the Chinese Customs office of Teng-Yueh. It is to be noticed that the general freight tariff from Haiphong to Yunnanfu (853 kilometres, or 530 miles) ranges from \$46 to \$120 per ton. But these figures apply only to goods forwarded in small quantities, and are respectively reduced to \$12.50 and \$65 when large quantities are involved, as is generally the case. Furthermore, we are informed that the discrimination between goods of French and foreign origin has been suppressed since January, 1911. It is denied that the comparatively high rates of the freight tariff are an obstacle to the economic expansion of the Yunnan Province, and, in proof of this, allusion is made to the fact that the commercial tonnage in the interior of the province has grown from 18,350 tons in 1910 to 23,614 tons in 1911, and has reached 8,000 tons for the first quarter of 1912. It is true that the import traffic has not attained the development that might be expected, but it is explained that this is due to the fact that the railway was opened at a time when the interdiction of poppy growing had just deprived the province of a purchasing power estimated at \$20,000,000. It is likely that the import traffic would have been reduced almost to nothing, but for the railway whose transport rates have successfully competed with the tariff of the junks and caravans, and in doing so has arrested the decline of imports. As for the Indo-China transit duties, it is hoped that they will be reduced in the near future, their modification being now actually contemplated by the French authorities in a way which should give satisfaction to the commerce and industry of the territory. It is interesting to remark that the passenger tariff for the three first classes is lower in the Tonkin Delta, and higher by one-fifth only in the Yunnanese mountainous part, than the corresponding tariff of the Peking-Hankow line. The fourth-class tariff, reserved for natives, is not over \$0.008 per kilometre, that is to say, half the price of the corresponding class on the Kin-Han railway. This tariff is the cheapest in the East, and can be compared only to that of the Indian Railways. These explanations should do much to remove many misconceptions which have prevailed regarding this important French enterprise.

The German mail of the 12th June was delivered in London on the 13th inst.

We are informed that no trace of poison has been discovered in the soup of which Mr. J. Arnold partook before he fell ill last week.

The German community in Manila have decided to build a club, and have bought a site in Pao for the new club house, which is to cost Pesos 50,000.

On the 10th inst., the Legation Guards in Peking removed the temporary entrances to the quarter, which were erected during the riots and have been a source of constant irritation to respectable Chinese.

Commodore Robert H. Anstruther, C.M.G., the new Commodore appointed to the command of the Hongkong naval station, made his official landing from the *Temar* at Blake Pier yesterday, a salute being fired by the shore battery. The Commodore visited H.E. the Governor, who later returned the call.

The Philippine Government has assigned Pesos 1,100,000 for public works in the islands.

The lamp thief has started his nefarious practices again in the neighbourhood of West Point. A number of globes have been reported stolen from street lamps there.

A woman was sent to the hospital on Sunday from Yauwatti suffering from a stab wound. The man who is believed to have inflicted the wound has been arrested.

A man who carried on the business of a money changer on board ships in the harbour without a licence was brought before Mr. Melbourne, at the Magistracy yesterday, and on being convicted was fined \$10.

Thieves broke into the quarters occupied by Father Spaga near the Roman Catholic Cathedral on Sunday night. Apparently they had forced the door and entered, taking away two bed covers, two quilts and a pair of shoes.

While a Chinese woman was walking along the street on Sunday a man came behind her, caught her by the neck, and wrenched a gold bangle valued at \$60 from her wrist. Her calls brought a district watchman to her rescue and the man was arrested.

At the Magistracy yesterday a neccantant of a passenger junk was charged before Mr. Irving with unlawfully being in possession of five rifles, 1,200 rounds of ammunition, and four boxes of priming caps. The discovery was made as the junk was in the harbour. A fine of \$250 was imposed.

A Chinese who was found with a quantity of opium in his possession as well as false trade descriptions, books referring to the preparation and sale of opium, tins for fastening round the waists of people, and other impediments which suggested the establishment of an unlawful business. He was brought before the Magistracy yesterday and fined \$500.

At the Magistracy yesterday an American named Charles F. W. Warriner was charged with the larceny of a bailee of \$318 on July 7th, from Esther Rubenstein, at the Astor House Hotel. He pleaded not guilty, and was remanded till Wednesday, bail being fixed at \$500. The defendant had left the Colony for Manila, but was arrested there on a cablegram, and returned to the Colony yesterday on the s.s. *Taiyuan*.

The party of Japanese Peers, who have been touring in China, have returned to Tokyo. They assert that the Chinese are depending on the Japanese to enable them properly to consolidate and develop the country. At present, they state, China is ruled by a triumvirate consisting of Yuan Shih-kai, Huang Hsing and Li Yuan-hung, and the political situation at Peking is most confused. They found that there was a strong feeling that Japan should lead the way in the recognition of the new Government.

A Shanghai Branch of the Joseph Chamberlain Birthday Empire Shilling Fund has been opened with Mr. A. W. U. Pope as Secretary. It is suggested that the necessity of calculating exchange would be obviated by each intending subscriber purchasing a shilling Postal Order in the British Post Office and sending it in, made payable to the Secretary of the Fund, House of Commons, London, inscribing his name in pencil on the back. The original Postal Orders can then be sent home with the subscribers' names on them.

Excursionists to Macao on Sunday had a rather annoying experience. The water at the wharves was so low at five o'clock, the hour fixed for the departure of the three excursion steamers, that only the smallest—Chinese vessel—was able to get away punctually from her wharf. The *Sui An* was towed out by a launch into deep water after a delay of about half an hour but stopped before she got out of the harbour to pick up excursionists from the incoming steamer *Sui Tai*, which had stuck on the bar outside. The French steamer, drawing more water than the others, could not leave the wharf for two hours after her advertised time and then got stuck on the bar for an hour, so that instead of arriving at her wharf in Hongkong at 8.15 it was 11.45 before she moored. The *Sui An* was delayed about an hour. When the new channel, which has just been completed, is opened to traffic there will be no further risk of steamers getting delayed on the bar. Presumably the channel will not be available for steamers until it is buoyed and lighted.

By the death of Mr. J. W. Jameson, which occurred on June 29th, says a Tientsin contemporary, one of the old China residents passed away. He came to China in 1872 as an engineer for the French Government, and remained in Cochin China and Tonkin for sixteen years, being present during the wars with the black flags in Tonkin and Cambodia. In 1888 he joined the Taku Tug and Lighter Company, Ltd., as Manager and Superintendent Engineer, in which position he remained for many years. He was a most successful salvage engineer, having in the course of two years or so saved some dozen wrecked vessels in different positions from the Gulf of Tonkin to the Gulf of Tartary. Among other vessels saved by him was the U.S. battleship *Oregon*, which was wrecked in Chinese waters. At the time of his death Mr. Jameson was on a visit to Tientsin for the sake of his health. The dry climate there suited him. He was one of the oldest Masons in the port.

DEPARTURE OF H.E. THE GOVERNOR OF MACAO.

H.E. the Governor of Macao and Madame Machado left by the *Sui An* on Sunday afternoon for Hongkong, en route for Lisbon. They leave by the French Mail steamer to-day for Singapore, where they join the Dutch Mail line which makes Lisbon a port of call.

His Excellency expects to be away only four months, and it is understood that he is going home principally to discuss with the Home Government various projects he has recommended for the development of the port of Macao.

A large number of officials and private residents assembled on the wharf to bid the Governor and Madame Machado bon voyage, and as the steamer left the wharf a salute was fired.

The Government of Macao during Senhor Machado's absence will be administered by Capt. Sanches Miranda, who arrived from Home about a week ago.

UNFORTUNATE INCIDENT IN HANKOW.

An unfortunate incident occurred at the T'ao Men at 11 p.m. last night. The *Hankow News* of 4th inst. says. Three German sailors came in richs from the French Concession and one of them paid to his man 30 cts. which was meant to be payment for the three, but the coolies being not satisfied created a disturbance in which also a Russian sailor was mixed up. During the row several shots were fired from an adjacent house, by which three Chinese were wounded, two of them only slightly while the wound of the third one is of a more serious nature. We understand that the man who fired the shots was Mr. Hunte in the employ of Messrs. Carlowitz and that an inquiry as to the motive is being held by the German Consul.

PORT ARTHUR AND SOUTH MANCHURIA.

GERMAN JOURNALIST'S IMPRESSIONS.

A special correspondent of the *Frankfurter Zeitung* is contributing to that journal some interesting articles on a trip he has recently taken through Southern Manchuria, in which he describes particularly Japanese activity in that sphere, as he saw it. He describes Port Arthur as still a giant grave. He refers, for instance, to the stirring skeletons of some twenty-five big houses the erection of which was undertaken in the Russian period, whilst even big completed buildings stand empty and unused. The smallest Japanese here lives, in the substantial Russian houses, in better style than high officials in Japan. The reason probably is that it is the cheapest form of housing that can be found. The new Technical High School, which is now being opened, is better housed in a Russian palace than anything of the same nature the writer has ever seen in Japan, and probably for the same reason. But, he goes on to point out, business life is dead. The opening of Port Arthur as a trading port does not alter things so long as large funds for the necessary development are lacking. Here again, it may be noted that the business life, as in Russian times, is to be found at Dairen, the erstwhile Dainy.

Summing up his conclusions, the German traveller says that although since the commencement of Japanese dominance in Manchuria the business of foreign merchants has considerably declined, and the feeling of all nationalities towards the Japanese are on that account not of the friendliest, yet the unprejudiced observer must report in the South a successful Japanese continuation of the Russian colonial policy, and also in the North as far as Changchun strong efforts and successful Japanese work which will not be unimportant for the future of Manchuria. The Japanese may not win ground from the Chinese in the struggle of daily life, the *rikisha* coolie, the railway and industrial worker and the agriculturist may remain Chinese or, after a preliminary replacement by Japanese, again become Chinese, and thus the Japanese dreams of a real settled colony and a new land for Japanese over-population may not be fulfilled. Nevertheless, to-day the Japanese are and will be alone masters, and if a counter-movement in China and Manchuria, working with similar economic means, does not set in, then the peaceful Japanising of Southern Manchuria is not very far distant.

TELEGRAMS. TELEGRAMS.

["CHUNG NGOI SAN PO" SERVICE.]

RESIGNATION OF THE MINISTER OF FINANCE.

PEKING, July 15th.

The President has accepted the resignation of Huang Hsi Ling, the Minister of Finance, who tendered his resignation because of the opposition of the Provinces to the International Loan which he has been negotiating.

[THROUGH REUTER'S AGENCY.]

CHINESE TROUBLES IN TURKESTAN.

LONDON, July 15th.

A message from St. Petersburg has been received stating that an official telegram reports that Chinese troops from the villages around Khotan in Turkestan surrounded and burned the house of a Russian subject. Said Effendi and 100 compatriots were in the house, and many of them were killed.

ITALY AND TURKEY.

RENEWED FIGHTING.

LONDON, July 15th.

The Italians have captured the position of Sidi Ali, midway between the Tripoli and Tunisian frontier. The enemy were reinforced and delivered a fierce assault, but were repulsed with enormous losses after six hours' fighting.

LONDON DOCKERS STRIKE.

RIOTOUS SCENES.

LONDON, July 15th.

Riotous scenes were witnessed at Hyde Park on Sunday afternoon on the occasion of a strike demonstration. The strikers endeavoured to release a comrade who had been arrested for assaulting an inter-rupter, whereupon the police charged with batons. There was a wild stampede, in which women and children were trampled. A number were treated at an improvised hospital. Mr. Lansbury, Labour M.P., was roughly handled in the melee.

THE "PERSIA" REFLOATED.

LONDON, July 15th.

A message from Marseilles stated that the attempts to refloat the *Persia* on Saturday proved fruitless, and the unloading of cargo continued. The gold and silver were being taken off in a calm sea.

LATER.

The *Persia* was refloated at 6.30 on Sunday evening as the result of the combined efforts of the French cruiser *Jules Ferry* and the Government tugs.

HEAT WAVE IN ENGLAND.

LONDON, July 15th.

England has been sweltering in a heat wave for four days. Numerous deaths, particularly drownings, have occurred, and much damage has been done by thunderstorms.

RAILWAY DISASTER IN AMERICA.

LONDON, July 15th.

Reuter's correspondent at Chicago telegraphs that an overland express collided with a fast mail train in a suburb of Chicago in a fog. Thirteen bodies have been recovered. Many were injured.

THE COST OF LIVING IN AMERICA.

LONDON, July 15th.

Reuter's correspondent at Washington telegraphs that the Report of the Interstate Commerce Commission for the investigation of the operations of the express companies prescribes sweeping reductions in the parcel rates to all parts of the United States, which in the opinion of the Commission constitute a long step towards the solution of the high cost of living.

A DEFIANT SENATOR.

LONDON, July 15th.

A message from Washington states that the Senate has expelled Senator Lorimer, a notorious political boss, for extensive bribery in his election. Lorimer was most defiant for three hours, in which he delivered a fiery speech and then collapsed.

[THROUGH REUTER'S AGENCY.]

TURKISH POLITICS.

LONDON, July 15th.

Reuter's correspondents at Constantinople wires that Nazim Pasha, the ex-Governor of Bagdad, has declined the portfolio of the Ministry for War except on sweeping conditions, including the abolition of martial law and the dissolution of the Chamber, which the Government has rejected. The Cabinet is tottering and resignation is possible.

THE HANLEY BYE-ELECTION.

LONDON, July 15th.

Polling took place at Hanley on Saturday to fill the vacancy caused by the death of Mr. Edwards, Labour M.P., and resulted as under:—

Mr. Outhwaite, Liberal 6,047
Mr. Rittner, Unionist 5,593
Mr. Finney, Labourite 1,094

THE OLYMPIC GAMES.

HORSE RIDING COMPETITIONS.

LONDON, July 15th.

In the military long distance and cross country ride Germany was first with 60 points, Britain and Sweden being equal with 59.85 points, America following with 59.62.

The individual prize riding competition was won by Kenna and Scott with 20 points each.

ATHLETIC EVENTS.

In the final of throwing the hammer competition the winners were all Americans. McGrath was first, his throw being 54.74 metres, Gillis second, 48.99 metres, and Childs third, 48.17.

SWIMMING EVENTS.

The 400 metres free style swimming competition resulted: 1, Hodgson, of Canada, 5mins. 24.2-secs.; 2, Hatfield, of England, 5mins. 25.4-secs.; 3, Hardwick, of Australia, 5mins. 31.1-secs.

THE MARATHON RACE.

The Marathon Race (40,200 metres, about 25 miles) resulted:—

K. McArthur, South Africa 1
C. Githam, South Africa 2
G. Strodin, America 3

The race was run in a sweltering heat. Kolemmainen, of Finland, and Githam and McArthur led throughout the early part of the race close together, but Kolemmainen cracked on the sharp hills on the return journey. None of the others were dangerous. The times were:—

McArthur, 2hrs. 36mins. 54.4-secs.
Githam, 2hrs. 37mins. 52-secs.
Strodin, 2hrs. 39mins. 42.2-secs.

At the start Kolemmainen went immediately to the front, and was soon followed by the South Africans. Then came the Swedes with the Americans. McArthur reached the tape dazed and staggering, and when he was signalled to halt he collapsed. Githam stayed a few fatal moments to drink water at the foot of a long hill close to home.

The result was greeted with a roar of enthusiasm, and the King and Queen and the Crown Prince were among the first to congratulate the South African nation on their splendid performance.

The order of the others who finished were Strobino and Sockaloxis, America; Duffy, Canada; Jacobsson, Sweden; Gialagher, Exleben, Piggott, and Forschaw, America; Fabre, Canada; Demar, America; Boissiere, France; Green, England; Smith, America; Forsyth, Canada; and Tewaniama, an American Indian.

THE HONGKONG OUTRAGE.

CHINESE COMMENT.

The *Peking Daily News* says, with regard to the attempted assassination of Sir Henry May: "But whatever is the motive, assassination is to be condemned. The case in question is no more than an ordinary murder attempted by an insane person. We do not wish to enlarge upon this subject, but suffice it to say that this act is particularly distasteful to all right-thinking men of China. The act is a dastardly one and deserves the full punishment of law and justice. That it should be perpetrated at all by a Chinese is a matter for regret. There are few Chinese indeed, if any sane one at all, who would detest in general the English people. It is, therefore, earnestly hoped that misunderstanding may not arise from Reuter's description of the would-be assassin. European dressed and English speaking Chinese gentleman, in fact all Chinese, respect the well known English 'fairplay' of which Sir Henry May has been, and no doubt, will remain in Hongkong, a ready exponent."

THE LOAN NEGOTIATIONS.

THE FINANCE MINISTER AND PROVINCIAL FINANCE.

PEKING, July 9th.

This morning the representatives of the International group of bankers held a meeting for the purpose of drawing up a Note, clearly defining the situation, for presentation to Mr. Hsiung Hsi-ling, who is reciprocating. He is also telegraphing to the provinces a statement of the situation and of his attitude towards the conditions which the International Group wish to impose, explaining that he is unable, therefore, to supply money to the provinces.

His attitude is considered to show the most careful regard for provincial susceptibilities and he, incidentally, places on the provinces the onus of deciding how funds shall be procured. He mentions, in his telegram, that he has reserved the right to contract loans outside the International group, and it is consequently expected that the representatives of the provinces will considerably affect the result of the present deadlock, as an opening appears to be given for independent borrowing by the provinces, as an alternative means of supplying necessary funds, or of withdrawing their constantly proclaimed opposition to the distasteful conditions of foreign supervision.

The Foreign Ministers concerned have decided to meet Lu Ching-shiang at three o'clock this afternoon for the purpose of explaining that the conditions under which the International group of bankers are willing to make a loan are imposed because it is necessary to satisfy European bondholders in order to maintain the credit of China in Europe, and that there is no desire on the part of the International group or of the Government interested to inflict hard or unnecessary stipulations or to take advantage of the present position in China and thereby to secure financial control of the country; but that it is entirely a matter of meeting the requirements of the European money-markets, where money is tighter than it used to be, while the situation in China lends itself to public distrust.

It is understood that the Ministers will also clearly point out what a rupture in the negotiations will mean to China, and will endeavour, generally and sympathetically, to prevent an actual rupture, which is considered to be most imminent.

Mr. Hsiung Hsi-ling's Note to the representatives of the International Group leaves the barest margin of possibility for the resumption of negotiations while clearly expressing his freedom to borrow elsewhere.

PEKING, July 10th.

The following is a summarized translation of the Note handed by Hsiung Hsi-ling, the Finance Minister, to the representatives of the International Group yesterday afternoon:

"My letter dated the 12th ultimo stated that, while discussing the loan contract, it was immediately necessary to deal with the question of advances. Subsequently, at a meeting held on the 24th, the representatives of the International group promised to telegraph to London submitting a proposal for a loan of £10,000,000. Two weeks have elapsed and, so far, no reply has been received. The provinces urgently require money and repeatedly ask for assistance, but the Government is unable to meet provincial requirements. Therefore I submitted proposals, yesterday, for further advances amounting to several hundred thousand taels. The group declined to advance the sum asked for, and therefore I stated that if the advances were not forthcoming, we should be obliged to tell the provinces to find assistance for themselves or that the Chinese Government would seek other means of meeting their urgent needs."

"I added that I would confirm this statement in writing on the 9th, or 10th, and therefore this letter is forwarded for consideration by the representatives of the International Group."

"Notwithstanding the foregoing facts regarding the relations existing between the Chinese Government and the International group of bankers, I trust that it may still be possible, after you have received a reply from your head office, to reopen negotiations with a view to our future requirements."

THE SALT GABELLE.

GOVERNMENT SCHEME OF REORGANISATION.

PEKING, July 10th.

The Government scheme for the reorganization of the Salt Gabelle is as follows:

The Government will buy all salt produced from the holders of leases of salt-lands and re-sell it to merchants after adding the tax of 82 per picul, thereby facilitating the collection of the tax and preventing dishonest collection between the producer and Government. A year or two hence the salt-lands of the interior and establish up-to-date factories throughout the coastal provinces, at which salt-bricks will be manufactured according to the Dutch system.

Hitherto, the revenue from the salt-tax has been, approximately, Tls. 40,000,000 a year, taxation being at the rate of Tls. 2 a picul.

Hsiung Hsi-ling estimates that this scheme for working the monopoly, while almost halving the present tax, will return nearly twice as much revenue owing to the inability of the merchants to escape taxation. He contends that the establishment of factories, which cost about Tls. 50,000 each, will give further huge increases in revenue.

It was first known yesterday that the reform of the Salt Gabelle was proposed when, during the meeting of the Foreign Ministers and the Premier, Hsiung Hsi-ling explained his scheme to the Foreign Ministers. It has not yet been submitted to the National Council, but will be at an early date.

It bears a close resemblance to the scheme drafted by Chang Chien, a few years ago, which evoked much favourable comment at the time.—*Reuter*.

HARBOUR IMPROVEMENT AT MACAO.

THE CHANNEL COMPLETED.

The contract which was entrusted by the Government of Macao to the engineering firm of Messrs. D. Macdonald & Co., of Hongkong, for making a channel to the inner harbour of Macao has just been completed, well within the contract time. The channel is 6,100 metres long by 45 metres wide (in English measurement 20,000ft. long and 150 wide), and the contract called for the work to be completed in twelve months from July 1st, 1911, though an extension of two months was provided for should the contractors claim the necessity for it. Very little interruption, however, was caused by typhoons last season, and the contract was completed on the 12th inst. The depth of the channel is 11ft. in the lowest recorded low water spring tides, so that when the channel is opened the steamers that ply between Hongkong and Macao will be able to approach the inner harbour without danger of sticking in the mud, as has so frequently happened in the past. It is intended to buoy the channel on the south side and to light it with Wigan patent lights. These lights will consume kerosene oil and will burn for a month without attention.

As many of our readers will know, Messrs. Macdonald & Co. have been using the Hongkong and Whampoa Dock Company's dredger, the *Canton River*, for this work, and since the first two months of the contract the mud has been loaded into hopper barges, specially constructed, and three tow boats have been used in taking the mud to the dumping places. Altogether, we learn that 353,080 cubic yards of silt have been removed in deepening the channel, the greater portion of it being dumped out at sea, and some part of it in a little bay near Taipa. The work has been under the immediate supervision of Mr. James Ormiston, Messrs. Macdonald & Co.'s representative, and the most amicable relations have been maintained throughout between the contractors and the Government of Macao. The contract price for the work was \$160,000.

The deepening of this channel, it is hoped, is but the commencement of an important harbour improvement scheme. In a recent voluminous report the Harbour Master has strongly urged that the deepening of the Inner Harbour should at once be undertaken as well as the opening of a small channel through the sand-bank of Malachow, 30 metres wide and about 1,000 metres long, so as to facilitate communication with Taipa and Colowan. The improvements suggested in the Inner Harbour would involve the removal of 400,000 metres of mud, principally from the vicinity of the wharves. The provision of a commodious wharf, provided with cranes to facilitate the working of cargo is also suggested, as well as rails for the transport of merchandise in the Inner Praya. A patent slip and the necessary workshops are described as among the pressing needs of the port. It has been roughly calculated that the dredging work recommended could be completed in two years at a cost of about 200 contos of reis, equivalent to about \$400,000. When that is done it is suggested that it would probably be advisable to widen and deepen the channel just completed, with a view to providing an anchorage for large ships off the Praya Grande.

The constitution of a Port Authority has also been recommended by the Harbour Master (consisting of unofficial as well as official representatives). To this Authority, he says, ought to belong the general administration of the funds annually assigned for harbour improvements; it should pay special attention to the matter of harbour dues, etc., making them approximate to those prevailing in Hongkong. It should also be the duty of this body to study conditions in the regions on which the trade of Macao depends with a view to promoting the prosperity of the port and the neighbouring province, thus embracing something of the functions of a Chamber of Commerce, of which it may perhaps be the beginning. Perhaps, he says, if a similar authority had been in existence in Macao long ago, the port would not have been reduced to its present miserable condition.

It is understood that H.E. Governor Machado, who is leaving for Europe to-day on short leave of absence, will discuss the entire project with the Home Government, and it is believed that there is good prospect of the general plan being approved, and work started at an early date.

The *London Gazette* of June 14th contains the following intimations:—Lieut. Colonel Leonard A. H. Hamilton of The King's Own (Yorkshire Light Infantry), on completion of his period of service in command of a Battalion, is placed on the half-pay list from 14th June, 1912. Major and Brevet Lieut. Colonel Arthur G. Marrable, to be Lieut. Colonel, vice L. A. H. Hamilton. Dated 14th June, 1912. Memoranda: Lieut. Colonel Leonard A. H. Hamilton, to be Colonel. Dated 6th December, 1911.

SIR HENRY MAY'S DEPARTURE FROM FIJI.

PRESENTATION OF A FAREWELL ADDRESS.

The *Fiji Times* of June 4th contains the following account of the departure of H.E. the Governor from Fiji:—On Saturday evening a large and representative gathering assembled at the Suva Town Hall to witness the presentation of the Colonists' farewell address to His Excellency Sir F. H. May.

The Hon. Henry Marks, who, as senior elected member of the Legislative Council present, had the honour of making the presentation, said:—

"Your Excellency—It is very gratifying to me to be privileged to present to you an address from the colonists of Fiji just prior to your departure from the Colony to take up the important position of Governor of Hongkong, one of the principal gateways of the world."

"My feelings to-day are twofold:—I have first to congratulate you on your preferment. (Hear, hear.) Promotion is often the result of influence, but we have only to study your record in the official list, together with our knowledge of your capacity for work, to discover that your steady advancement is the result of brains, assisted by a close attention to the duties you have from time to time been called upon to perform. (Hear, hear.)"

"It is very rare for an official to rise from the position of a cadet to that of a Governor in the same Colony, and the fact that His Majesty the King has been pleased to appoint you to such a responsible post in Hongkong speaks volumes for your past services."

"The gain to Hongkong is a loss to Fiji, and whilst we deeply regret your departure the Colonists quite realise that they would be very narrow-minded to feel in the slightest degree anything but pleased at your promotion. (Cheers.)"

This Colony has suffered considerably in the past by a time when they are beginning to understand our wants, and we are, at all times, liable to lose the services of a first-class man so long as other Colonies can offer promotion."

"We are in the unfortunate condition of being a second-class Colony, with the result that if we get a really good Governor, as at present, he is taken from us at the time when we should benefit by his ability."

"Nothing that I can say will add lustre to the well-known ability, the tact, the patience, and the manliness of Your Excellency. It is because you are so good that we are losing you. (Cheers, and hear, hear.)"

Your administration has been wise, though one or two of your legislative acts have met with serious opposition."

"Our regret at parting with you, Sir, is increased by the fact that we have absolute confidence in your ability, and we know you are a man who gives the best advice without fear or favour. To succeed we must have a strong and able man as Governor of this Colony, and you are both. Whilst your official position has always commanded your earnest attention, you have never neglected the social duties connected with your high office. You are specially fortunate in having as a helmsman Lady May (Prolonged cheers.) Her charming manner and kindly disposition have endeared her to all who have been fortunate enough to meet her. (Respectful of sex.) (Loud cheers.) The departure of Lady May will create a gap that will be very hard to fill. (Hear, hear.) To quote the words of James Russell Lowell:—

She doeth little kindnesses
Which move have undone or despise."

"The address which I have the honour to present to you, Sir, has a cover made from Fiji wood; the address is the work of a local artist, and the words contained therein are few, but they are quite sufficient to convey to you the strongest indication of our goodwill towards you."

"We shall always think of you, to use the words of Pope as:—

Statesman, yet friend to truth, of soul sincere;

In action faithful and in honour clear."

(Cheers.)

"I shall now read the address:—

"Presented by the Colonists of Fiji to His Excellency, Sir Francis Henry May, K.C.M.G., on the eve of his departure for Hongkong, as a token of respect and esteem and as a slight recognition of his services to the Colony."

"In conclusion, I have now to wish Your Excellency, Lady May and family, *bon voyage* and God speed, and may you be long spared in health and strength to make a success of the important position you leave here to-day to fill."

"I have much pleasure, Sir, in handing this address from the Colonists of Fiji. (Applause.)"

Shortly before the close of his remarks a diagram was handed up to Mr. Marks, which he read as follows:—

To the Hon. H. M. Scott, Suva.

With you in spirit though absent in body. From a planter's point of view very sorry at His Excellency's departure."

(Signed) COUNSBROUGH, Mayor, then rose and with a few remarks wished His Excellency and Lady May, *bon voyage* and prosperity in the future, on behalf of the townspeople of Suva.

His Excellency, who was greeted with prolonged cheering, replied as follows:—

"Mr. Marks, Deputy-Mayor, Ladies and Gentlemen—I am very grateful for the beautiful address which the Colonists of Fiji have presented to me. When I stood in this Hall only fifteen months ago to receive more than one address the warmth of your welcome assured me that I had only to do my duty by you to win your confidence. It is therefore an immense satisfaction to me to have this proof that I have won not only your confidence but your respect and your esteem. The highest reward that a man in public life can win is to be honoured by his fellow citizens. You have bestowed that honour upon me and I accept your gift with a thankful but humble heart, for I am conscious of having achieved but little on his art."

to earn a prize so great. The beautiful sketches which surround your address will remind me of many incidents in one of the happiest years of my life. Here I see pictures of three of the great mills of the Colonial Sugar Refining Company. No one appreciates more than I do their services in the development of the country, their splendid management, their scientific and thorough agriculture, with their enterprise and with agriculture generally in this Colony success and prosperity in the future. (Cheers.)"

"Here I see the hill station at Naderivatu, where I spent a very Merry Christmas. I shall ever remember it as the retreat which my wife and family found so attractive that all my blunders failed to lure them back to Suva for five long months. (Laughter.) And here is the *Island*, in which I have been enabled to visit many of these beautiful islands. Do you know, though she has made me suffer (laughter), I feel grateful to her for chastening my spirit. (Laughter.) One of the most lovable of the six Governors and five Acting-Governors I have served under told me that he was glad that he had ceased to be a Governor—I hope for the good of the Empire that he will take up the role again—because he felt that the part he had to play as Governor tended to make him self-sufficient and pompous. Now I used rather to fancy myself a good sailor. The *Ramahi* has knocked that particular conceit out of me. (Laughter.) Whenever I shall look on the picture of her I shall think of blackberries. The worst experience I resented at her hands was on the voyage to Tonga. I started very bravely, though it was blowing fresh from the south-east, and dined in much comfort on the way to Makuluva. Then, when the ship began to jump, I lighted a good cigar and said, 'Oh, this is nothing; I have been out in much smaller craft in just as rough seas.' But it was not long before I lost my dinner. (Laughter.)"

"Poor Ponsobly fled to the cabins, which are in the very bowels of the vessel, and I never saw him again for two days. (Loud laughter.) I camped on the bridge deck, and in the middle of the next day, when the sea was at its worst and the gallant *Ramahi* was performing her characteristic antic of a pitch and roll in one with a squirm and wriggle pervading the whole movement—having been very ill more than once since my dinner disagreed with me (laughter)—I suddenly, after supper, produced one blackberry. I looked at that blackberry with some surprise, saying to myself, 'Now, where the dickens did you come from?' I did not remember pulling any blackberries since I was a boy. And then, as I lay much exhausted in my camp bed, I called to mind that I had eaten preserved blackberries in a tart at lunch the day before I started. (Laughter.) Never again will I boast that I am a sailor! (Loud laughter.)"

"Here is a beautiful picture of Fijian sailing canoes. This will serve to remind me how I was a passenger in the canoe given me at the Coronation celebration by the Roko Tui Tailevu. During the progress of the race, which she won at the regatta, I asked the Fijian steersman to let me steer. He shook his head. After a while I tried to explain through the Roko Tui Kadavu, who was on board, that I was accounted to be a good boat sailer and had for many years raced my own boat with some success. The helmsman, busy with his great steering organ, shook his head with more emphasis and said, 'Tell the Great Chief I want to win this race!' Thus was my pride again chastened. (Laughter.)"

"And here are two pictures of lovely Levuka, to which I bade a sad farewell a few days ago. I wish her and her gallant citizens well."

"And now I must say good-bye to you also. As I do so some words that I said in reply to one of the addresses of welcome I received fifteen months ago in this room occur to me. I made no promises that I would accomplish anything tangible for you. But I expressed the hope that we might all work together as brothers for the common good of the Colony. If you had not assured me that I had won your confidence, your respect, and your esteem I should still have gone hence satisfied with my work here because I am conscious that that hope, at any rate, has been realised. The Government which has worked harmoniously (although differences of opinion have naturally occurred) with the Chambers of Commerce, the Planters' Association, the Town Councils, the Elected Members of the Legislative Council, and without friction with any section of the population, composed as it is of three different races. I am thankful that it has been so. The conviction has forced itself upon me that one of the deterring elements in the development of this country as in the want of unanimity, the want of co-operation, the want of a dominating policy among the Colonists as a whole. To remedy the defect I have suggested unofficially that you replace the bodies I have mentioned—not to usurp the position of the Elected Members, but to form one central body, drawn from men who have a ripe experience of the Colony and a stake in her advancement, which shall study and watch questions which affect the best interests of this young country."

"And now, farewell. To all officials and members of public bodies (and I would specially like to acknowledge the assistance I have had from the Mayor and Town Council of Suva), to Elected Members of the Legislative Council, whose help in many matters has been invaluable, to the Heads of the various missionary bodies, I tender my heartfelt thanks for their loyal co-operation and assistance. (Loud cheers.)"

At the close of his speech 'Sir F. H. May asked if Mr. Anrep, who had prepared the address so beautifully, would be in the Hall, and expressed a wish to personally congratulate him on his work. Mr. Anrep responded the platform and shook him by the hand and congratulated him on his art."

The Vice-Regal party drove straight from the Hall to the mail-boat *Marama*, where they bade farewell to their personal friends in a less formal way."

A number of the heads of departments, members of the Legislative Council, and the personal friends of His Excellency and Lady May accompanied the Vice-Regal party on board the steamer, and were entertained at supper."

A body of native police assembled on the wharf and added their quota to the farewell by singing a number of Fijian songs."

The mailboat did not get away till midnight, but many local residents waited to see the last of the departing Governor and his family, and hearty cheers were given as the vessel backed into the stream."

WONDERLAND IN NIGERIA.

TRIAL BY ORDEAL FOR WITCHCRAFT.

Mr. P. Amaury Talbot, who, accompanied by his wife, has for nearly two years been travelling in portions of Nigeria, which have never before been visited by a Government official, and certainly never by a white woman, has been interviewed by *Reuter's* representative.

Among the botanical specimens brought home the British Museum has discovered no fewer than seven new genera and 90 new species. A large proportion of the new flowers were obtained from trees which were quite undeciduous, and of such a height that Mr. Talbot was only able to obtain specimens by shooting them down."

Describing some of his experiences in the Southern Nigerian bush—the home of witchcraft—Mr. Talbot said: "The bird which flies in at your open door in the sunlight, that bat which circles round you at night, the small bush-beasts which cross your path while hunting, all may be familiars of witch or wizard, or even the latter themselves the terror of witchcraft will scatter a whole town."

"Should the suspicion of witchcraft fall on anyone only trial by ordeal can free them. The most usual one is that of eating 'esere,' a poisonous bean which almost invariably kills the suspected person. The ordeals of boiling oil, poured on the palms of the hands, and of pepper and cinders inserted in the eyes, are far less dreaded, not only because their results are practically never fatal, but because the physical anguish entailed is acknowledged to be less intense than that caused by 'esere.'"

LAKE OF THE DEAD.

One of the most interesting discoveries was that of the Lake of the Dead in the Oban country. "When I believed I was in the neighbourhood of this haunted spot and altered my course," said Mr. Talbot, "my carriers begged to be allowed not to proceed, and were left behind. After a struggle through dense bush, we could see the edge of a sheet of water, along the banks of which were the holes of the crocodiles, whose tracks covered the shore. The scene was a weird one; the surface was absolutely still, and round about were lofty, high bushes, with what were apparently great tufts of creamy flowers. These, however, proved to be nests of tree frogs."

"The place is a sanctuary for all wild things, for no hunter would dare to penetrate the bush to this dreaded spot. As we stood at the edge, gazing out over the water, it was suddenly broken by a broad ripple, and little fish were seen to spring agitatedly above the surface. A great python was crossing, and this, we learned, shared with the crocodiles the guardianship of the Sacred Lake. Nothing, we were informed, must be allowed to trouble the water, or even to touch its outer edge, or famine and pestilence would ensue."

Hence, according to popular belief, come by night the phosors of long-dead kins to drift in sad companies hopeless and waiting over the surface of the water. Even in the bright sunlight the place has an uncanny look, and one can easily imagine that at midnight, when the white mists shimmer ghost-like in the light of the moon, people with the terror and mystery of the 'bush' in their blood, would rather sit chatting round the fire or dance by torch-light in the open spaces of the towns than seek out this uncanny spot."

THE CHINESE REPUBLIC.

DR. WU TING FANG ON THE DISGRACE OF FAILURE.

Speaking at Shanghai last week Dr. Wu Ting Fang, in the course of a speech said:—Now China being a republic it is most important that she should become a republic, not only in name but in fact. (Applause.) There is a great task before her. The saying is true of China as of Rome: 'Rome was not made in a day.' China has many serious and difficult problems to face, and great things cannot be done easily. This is a national problem, and it behoves all of us men to come forward and solve this serious problem. It will not do for us to go back, we must go forward to accomplish what we have set out to accomplish. Gentlemen, as I have just said, the task before us, is a serious one, but we should not shrink our responsibilities. At this juncture we must sink our minor differences and prejudices and go forward, combined and make in our nation a stable Government and a strong one. (Applause.) If we should fail, you will bring disgrace on us, and on the whole nation. In the meantime I wish our foreign friends to remember that it takes time to inaugurate reforms, it takes time to unite men of different opinions. I know a good many foreigners entertain a pessimistic view of the situation. They are afraid that this Republic will be a failure. Sincerely I hope it will not. I ask them to be a little patient and to give us their sympathy."

Considerable damage is said to have been done to the crops in the Changsha region from floods.

INTIMATIONS

BURNING, BLEEDING AND CRUSTED SKIN

Had to Lie With Arms Up by Head, They Were So Sore Underneath, Itching Very Bad, Got No Sleep. Used Cuticura Soap and Ointment and Trouble Disappeared.

"About the month of March, 1910, a very itching red rash commenced on my breast, thence under my arms."

"The complaint was of a very watery nature, the itching very bad. At night I got no sleep owing to the burning, bleeding, crusted nature of the skin. I had to lie with my arms up by my head, they were so very sore underneath."

"I washed the affected parts with carbolic and tar soaps, but got no relief. I then bought a set of the Cuticura Soap, Ointment and Pills, and by the second day the itching began to disappear. I used them, the rash was greatly soothed and the irritation began to disappear. I bought another cake of Cuticura Soap and some more Cuticura Ointment from the chemist, and by the time the skin was all healed, and I now have a clear, white skin. I can sleep now, and have never had any skin trouble since Cuticura Soap and Ointment cured me."

"I always use the Cuticura Soap for shaving and a little Cuticura Ointment on my scalp, which I find keeps it nice and white and clear, and also free from any irritation. I sincerely hope that this letter will be useful to some one suffering from itching, irritating or any skin trouble, and you have my full permission to publish it." (Signed) George Taylor, 44 Grove Cottage, Lyric, Aberdeen, N. B., Jan. 10, 1911.

A liberal sample of Cuticura Soap and Ointment with 20¢ book free from nearest depot: F. Newberry & Sons, 27, Charterhouse St., London; H. Towns & Co., Sydney, N. S. W.; J. J. L. & Co., Cape Town; J. J. L. & Co., Calcutta and Bombay; P. J. D. & Co., Corp., sole props., Boston, U. S. A.

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HEAT PROSTRATION.

ITS TREATMENT AND CURE.

Exposure to heat may cause faintness or exhaustion, or may produce still more serious effects on the brain and nervous system, including excitement, unconsciousness, and, if very severe, death from asphyxia.

In the event of an attack, the sufferer should be removed to the shade, his tight clothing loosened and cold water applied to the head. As soon as possible, he should be taken home, and if the face be flushed and the skin hot, cold water and ice, if it can be obtained, should be applied over the head and body and medical aid should be sought. These instructions are based on the writing of that great authority on the preservation of life in India, Sir Joseph Fayrer, but they are, of course, the merest outline of what should be done. Still, their prompt carrying out may save life, and they should, therefore, be kept prominently in mind by everyone to be made use of when necessary.

After the immediate results of the exposure have been counteracted, the question of diet, on which the maintenance of the sufferer's life and health depends, is the one which demands consideration. It is obvious that when weakened, as all the natural functions are in no condition to deal with the ordinary articles of diet, many of which impose a tax on the digestion. The food should, therefore, be of the blandest and most nutritious character, so as to put the least possible strain on the digestive organs. At the same time, the diet should be as revitalising and restorative as possible.

THE QUICKEST RESTORATIVE.

It needs no great knowledge of dietetics to appreciate the fact that relatively few articles combine these two necessary and important qualities. One, however, does fulfil these two requirements in a supremely advantageous manner. This is Sanatogen. Composed of the body-building part of the purest milk, chemically combined with that salt of phosphorus which is found in the nervous system, it is one of the blandest—as it is the most nutritious—revitalising and reinvigorating foods known to Science. Its use is, in many cases, followed by such a sensation of well-being that a well-known writer has described it in the words, "Almost immediately after taking it, I feel as though a stream of liquid life has been poured into me."

Even those people who do not react so rapidly to its benefits very soon experience a sensation of strength and revitalisation which is particularly gratifying after the feeling of utter prostration and lack of tone which are so characteristic of the results of heat. In this connection, the following letter from Mr. Thomas Lynn, Calcutta, will be read with particular interest, for it shows how Sanatogen enables even those who have to fight against the effects of heat when their bodily forces are weakened by disease to derive immediate health and strength from the preparation.

AND THE SUREST, TOO.

Mr. Lynn writes: "I was a broken-down wreck of a man, as far as health goes, and had been a martyr to malaria for four years, being constantly in the hands of the doctors, and becoming weaker and weaker, with the natural run-down condition and its accompaniments, brain-fog, nervousness and dyspepsia. Everybody advised me to go to the hills for some months; but this was impossible. Sanatogen was strongly recommended by a friend, and I am delighted to say that only two bottles have made an extraordinary difference for the better—nay, for the best. I shall always highly recommend Sanatogen everywhere I go. You will readily understand what a boon such an invigorator of life is to people out in the tropics who have the awful heat to fight against. This is verily the land of breakdown, hence there are many thousands who appreciate what Sanatogen has placed within their reach. A new lease of life."

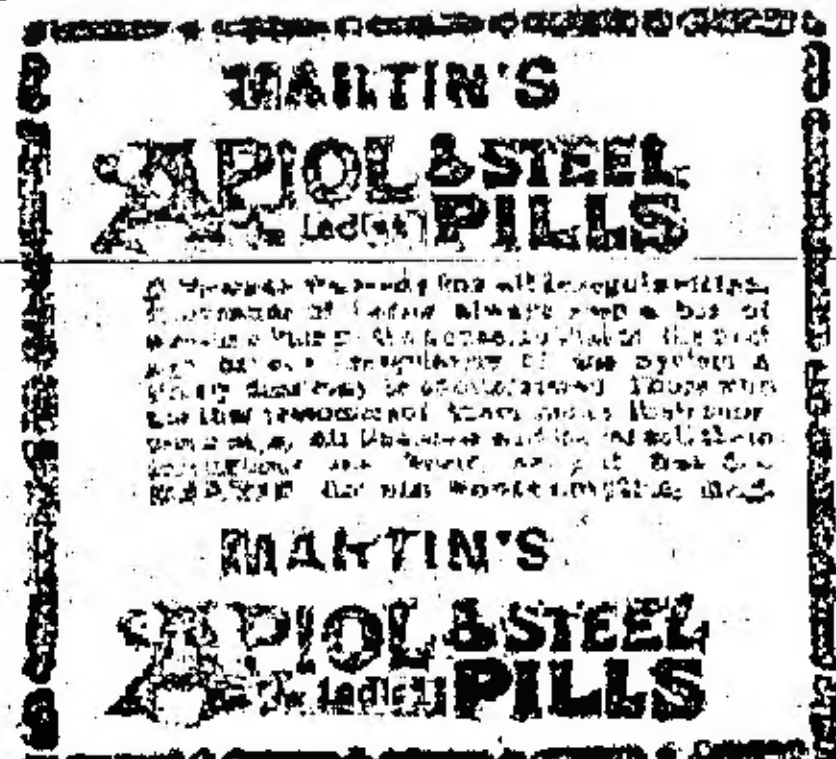
Write for a copy of a most interesting booklet, "The Art of Living," by Dr. Andrew Wilson, which will be sent, free, to all mentioning this paper on application to A. WELSH & Co., 6, Kinkiang Road, Shanghai.

Sanatogen can be obtained of all Chemists. [90-414]

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SCIENTIFIC MISCELLANY.

SOUNDS IN THE EAR.

In his investigation of the illusory sounds of the ear, Dr. Marage has examined 1,000 cases of chronic deafness, finding that 37 of the persons were deaf and dumb, that 151 had become deaf from abscess or suppuration, and that in 812 the organs of hearing had hardened. The false sounds were not heard by the deaf and dumb, and by only 10 per cent. of the second class of patients. Of persons having hardened organs, 10 per cent. had no illusions of sound; 10 per cent. heard whistling and hissing, 18 per cent. whistling with other sounds; and 32 per cent. no whistling, but such sounds as those of bells, sea-shells, and pulse-beats. Sometimes there were such vocal sounds as the croaking of frogs, the cries of a mob, and mysteriously repeated words. Derangement of hearing seems to be most often due to irritations of the auditory nerve-centres; but the whistling—the most common of the imagined sounds—has been curiously traced to a very minute displacement of the stirrup-bone, one of the three tiny bones of the middle ear. It has proven possible, moreover, to jar this bone back into place by means of a strong, producing sound-waves of any desired length and intensity. In the early stage of ear troubles, when sounds are first heard, vibratory massage of the temples has often proven a helpful remedy.

GASTRIC MILA-STONES.

"Stomach stones" found with plesiosaurs and other fossil animals have been sometimes explained as swallowed for grinding food. Such stones are not unknown in vertebrates of to-day, however, and Dr. R. L. Moodie, of the University of Kansas, calls attention to a large female horned toad which had in its stomach 20 large abraded lava-like pebbles, together with about 200 large red ants. In this case the stones seem to have been swallowed accidentally with the ants.

THE MOON'S ATMOSPHERE.

Evidence of an atmosphere on the moon to a height of 60 or 70 miles or more has been reported by Prof. W. Luther, of Dusseldorf, who on two occasions saw one side of the planet Mars become darkened on nearing occultation by the moon.

A WORKSHOP FURNACE.

A nickel-wire electric furnace for the laboratory has given unexpected results in Germany. In this type of furnace, a tube, crucible or muffle is wound around with nickel wire, and covered by a protecting jacket; and authorities have assumed that it could not endure as high temperatures or last as long as similar furnaces using expensive platinum instead of nickel. At the chemical and technical laboratory of the Karlsruhe State Polytechnic, however, a nickel-wire furnace has been in constant use about 18 months, proving more durable and resistant than even platinum furnaces. A pulp of kaolin, aluminum and asbestos fibre is used for bedding the nickel wire, and, as this elastic insulation layer is porous, it is surrounded with a dense layer of prepared carbon grains inside of the furnace jacket to protect the nickel against oxidation. As the small quantity of air left enclosed slowly converts the carbon into protoxide and oxide, this layer is renewed every few weeks. This furnace has been found capable of withstanding 1,200deg. C. permanently, and even higher temperatures can be endured for brief periods.

TOBACCO PAPER.

Artificial tobacco-leaves are the novel product of a German inventor. In the preparation of cigar and smoking tobacco, the stems and ribs of the leaves form a considerable waste; and this is soaked in a solution of caustic soda or potash and separated into fibres. The mass is then ground and worked into soft pulp. A small paper machine turns this into sheets, which, being all tobacco, have the properties of natural leaves, and by suitable impressions may be given a natural appearance.

GLYCERINE NOT A FOOD.

As glycerine is used to some extent in candy and other edible products, its suitability for such purposes has been the subject of a French investigation. The report by Prof. Pouchet concludes that it has little or no value as a food, and, further, that it may be actually injurious when its use is long continued and habitual. The recommendation, therefore, is that the use of glycerine in food materials of any kind be prohibited.

MYSTERIES OF BIOLOGY.

The striking variations in animals and plants of apparently the same species are perplexing problems in genetics. Among examples brought to notice at the London Royal Institution by Prof. Bateson are grasshoppers that live together, eating

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the strengthening and invigorating qualities of the World's famous medicine BEECHAM'S PILLS. For three generations this remedy has been to ailing men and women a reliable means of re-establishing the health and maintaining it to a superlative degree. There are thousands, to-day, who keep themselves "as sound as a bell" by taking

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the same food, but have in one form a brilliant scarlet wing and in another a brilliant blue one. The "ghost moth" differs only in Sutherland from its companions in the other British Isles. East of a line from Glasgow to the Adriatic is the black crow and west of it the hooded crow, with an intermediate form between, but the cause of this difference is a mystery. Even more perplexing is the fact that birds of exactly the same species appear in Northern India and in Ceylon, with only birds of a slightly different species intervening. The tree-sparrow and the house-sparrow have different markings, but only dissection distinguishes between the male of one kind and the female of the other. Certain male birds found in America moult to the colour of the female. The anomalies of the plant world are similar, and nobody knows, for instance, why the Huntington elm differs so widely from other elms.

FISHES AT NIGHT.

The sleep fishes is still very imperfectly understood. From a guide-book to the new marine museum at Madras it

appears that certain sea perches regularly seek the bottom of their tank at night, and remain motionless—apparently sleeping—until morning. Other species have a similar habit. But some remain motionless without descending to the bottom, and many others keep always moving throughout the night, seeming to take no sleep. B. Bonois, a French zoologist, has lately noticed a fish that shelters its young at night. The female of *Paratilapia multicolor* hatches its eggs in pockets in her mouth, and afterward the young fry return each evening to the mother's mouth, remaining until morning.

TELEGRAPH-POLE CONSERVATION.

A new plan of lengthening the life of a telegraph pole consists in giving it a temporary side support, cutting away the decayed point, and then sinking a steel socket into its hole in the ground. The socket being partly filled with earth and grout, the pole is slipped in, when the cement rises around it, holding it securely in place.

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Hygienists everywhere are agreed that Cyder is a drink that is refreshing, is a tonic, and is nutritive. Of all fermented drinks it is the most thirst-quenching and most healthy to use during the summer heat.

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Hongkong, 13th May, 1912. [50]

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NOTICES TO CONSIGNEES.

TOYO KISEN KAISHA.
NOTICE TO CONSIGNEES.
S.S. "CHIYO MARU."
FROM SAN FRANCISCO, HONOLULU, AND JAPAN PORTS.

THE above-named Steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for Counter-signature, and to take immediate delivery of Cargo from alongside.
Cargo remaining undelivered on TUESDAY, the 16th July, at 5 p.m., will be landed at Consignees' risk and expense and delivery must then be taken from Company's Godown.

No Fire Insurance whatever will be effected. No Claims will be recognised after the Goods have left the Steamer or Godown, and all Goods remaining undelivered on FRIDAY, the 19th July, afternoon, will be subject to rent and landing charges.
All chafed and otherwise damaged Cargo to be left on board or Godown, and examination of same to be arranged.
All Claims must be filed on or before 26th July, otherwise they will not be recognised.

S. MORIMOTO, Agent.
Hongkong, 12th July, 1912. [94]

NORDEUTSCHER LLOYD, BREMEN
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship "PRINCESS ALICE," having arrived, Consignees of Cargo are hereby notified that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the bonded and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, and West Point Godowns, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON TO-DAY requesting it to be landed here.
No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 17th July will be subject to rent.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 17th July, at 9.30 a.m.
All Claims must reach us before the 24th July, or they will not be recognised.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by the Undersigned.

NORDEUTSCHER LLOYD, BREMEN
MELCHERS & Co., General Agents.
Hongkong, 10th July, 1912. [5]

"GLEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM ANTWERP, MIDDLESBROUGH, HULL, LONDON AND SINGAPORE.

THE Steamship

"GLENLOGAN,"
Captain J. McGregor, having arrived from the above Ports, Consignees of Cargo are hereby notified that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on THURSDAY, 18th inst., at 10 a.m.
All Claims must be presented within FIFTEEN DAYS of the Steamer's arrival here, after which date they cannot be recognised.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 18th inst. will be subject to rent.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by SHEWAN, TOMES & Co., Agents.
Hongkong, 12th July, 1912. [903]

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| KOREA | 18,000 | TUESDAY, 3rd Sept., at 1 P.M. | |
| SIBERIA | 18,000 | TUESDAY, 17th Sept., at 1 P.M. | |
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8 a.m. "HEUNGSHAN." 8 a.m. "HONAM."
10 p.m. "FATSHAN." 5 p.m. "KINSHAN."

WEDNESDAY, 17th JULY, 1912.

8 a.m. "HONAM." 8 a.m. "HEUNGSHAN."
10 p.m. "KINSHAN." 5 p.m. "FATSHAN."

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Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.
Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.

EXCURSION TO MACAO.

SUNDAY, 21st JULY.

The Company's Steamship
"HEUNGSHAN,"
Will depart from the Company's WING LOK STREET WHARF at 9 a.m.
Departure from Macao at 4 p.m., landing at Canton Steamers Wharf.
N.B.—The Company will also run a steamer from Macao on Sunday, leaving at 7.30 a.m.,
and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. "HOI-SANG," 457 tons.
Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.
Departures from Canton to Macao on Tuesday, Thursday and Sunday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT
CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE
INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons, and S.S. "NANNING," 569 tons.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and
Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m.
Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the
Company's direct steamers "LINTAN" and "SANULI." These vessels have superior
Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.
Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.
Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
Hotel Mansions (First Floor), opposite the Blake Pier. 143

TOYO KISEN KAISHA

TRANS-PACIFIC

WESTERN PACIFIC

DENVER AND RIO GRANDE

TRANS-CONTINENTAL

TOYO KISEN KAISHA.

New Triple Screw Turbine Flyers—30 Knots Speed.

S.S. TENYO MARU... 21,000 tons.
S.S. CHYO MARU... 21,000 tons.
S.S. SHINYO MARU... 21,000 tons.

AND
S.S. NIPPON MARU... 11,000 tons. (INTERMEDIATE.)
HONGKONG TO SAN FRANCISCO via CHINA and JAPAN PORTS and
HONOLULU. Semi-tropical route—Daily tank bathing, cricket, baseball, dances and
free newspaper containing World's happenings by wireless.

WESTERN PACIFIC-DENVER AND RIO GRANDE.

The T.K.K. liners connect at San Francisco with the special trains of the Western-
Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver
WITHOUT CHANGE.

Through Standard Sleepers.
Through Tourist's Sleepers.
Dining Cars—Observation Cars.
Electric Lights—Electric Fans, Union Depots.
New lands, cities and scenes—hundreds of miles through the gorgeous scenery of the
Sierras—Feather River Canon—and the Royal Gorge of Colorado.
Convenient connections at Chicago with trains for New York (Transatlantic Steamers)
and other Eastern points.
When taking out Passage over the SAN FRANCISCO SCENIC-ROUTE ask for
Ticket form No. 626.

C. LACY GOODRICH,
GENERAL ORIENTAL AGENT,
17, WATER STREET, YOKOHAMA.
AND KING'S BUILDING, HONGKONG

SWEDISH EAST ASIATIC CO., LTD. GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DESTINATION STEAMERS TONS DATE OF SAILING.
SHANGHAI, YOKOHAMA, ("YEDDO") 7,200 On 29th July.
Kobe and MOJI ("NIPPON") 7,300 On 20th Aug.

For Freight and Further Particulars apply to
Telephone No. 171.
ARTHUR NILSSON & CO.,
YORK BUILDINGS, TOP FLOOR.

AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government)
MONTHLY FAST DIRECT SERVICE TO TRIESTE.
VIA SINGAPORE, ERWAN, COLOMBO, ADEN, SUZ, PORT SAID.
S.S. "KORBER," 9,900 tons, will leave as above on 19th July, at 5 p.m.
TO SHANGHAI.

S.S. "BOHEMIA," 7,900 tons, will leave as above on 4th August.
Superior accommodation for 1st and 2nd Class Cabin and Storage passengers. Cheap
rates, Hongkong-Trieste Venice, 250 1st, 235 2nd Class. No surtax, no tips, no inside
Cabins, excellent cuisine, Doctor, Laundry, Wireless Telegraphy.

MONTHLY ORDINARY SERVICE.
S.S. "VORWAERTS," 12,900 tons, will leave for YOKOHAMA and KOBE via SHANGHAI
about 31st July.
S.S. "SILESIA," 13,900 tons, will leave for TRIESTE, ROME and VENICE via SINGAPORE,
PENANG, COLOMBO, CALCUTTA, ADEN, SUZ, PORT SAID, on 31st July.

These Steamers are fitted with comfortable and class accommodation for saloon
passengers. Cheap rates, Hongkong-Trieste, Venice 243, no surtax, excellent cuisine, Doctor,
Wireless Telegraphy.

ROUND THE WORLD TICKETS ARE ISSUED.
Cargo is taken at through rates to all ports in the Adriatic, the Levant and Black
Sea, also to North and South America. For information apply to
SANDER, WIELER & Co., Agents,
Hongkong, 12th July, 1912. 155

PHILIPPINES S.S. CO.

| STEAMSHIP | TONS | CAPTAIN | FOR | SAILING DATE |
|-----------|------|--------------|--------------------------------------|----------------------|
| RUBI | 4000 | S. A. Crosby | Manila, Mangrove, Iloilo and Cebu | On 20th July, 4 p.m. |
| ZAFIRO | 4000 | M. C. Smith | Manila, Mangrove, Iloilo and Cebu | On 30th July, 4 p.m. |

For Freight or Passage, apply to
HONGKONG, 11th July, 1912. SHEWAN, TOMES & Co. General Managers.
PHILIPPINES S.S. CO. 113

RUSSIAN VOLUNTEER FLEET.

PROJECTED SAILINGS FROM HONGKONG.

HOMEWARD.

OUTWARD.

VIA
SINGAPORE, PENANG, COLOMBO, JIBUTI,
HODHIDA, JEDDAH, PORT SAID, BEYROUT,
CONSTANTINOPLE, THEODOSIA, BATHUR,
ODESSA.

The S.S. "FERM," 4,149 R.T. Com-
mander J. Kaban, is expected in Hong-
kong at the end of the present month.

The S.S. "MOGHILEV" 6,200 R.T.
Commander J. Stetky, is expected in Hong-
kong at the end of the present month.
The S.S. "VLADIMIR," 5,630 R.T.,
Commander retired Rear Admiral J. Skalsky,
is expected in Hongkong at the end of the
present month.

The exact date of arrival of these steamers will be published later on.

For freight and further particulars, apply to
CAPTAIN D. A. LUKHMANOFF,

HONGKONG, 6th July, 1912.

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BRITISH INDIA S. N. CO., LTD.

A P C A R LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS

EASTWARD.

S.S. "DILWARA," 5,378 tons, Capt. W. J. Bishop, left CALCUTTA on 3rd July,
will be despatched for SHANGHAI, KOBE and MOJI on 24th July.
S.S. "ARATON APCAR," 4,450 tons, Capt. F. M. Austin, will be despatched
to KOBE and MOJI (YOKOHAMA of sufficient inducement offers) on 29th July.

WESTWARD.

S.S. "GREGORY APCAR," 4,600 tons, Capt. J. E. Drake, will be despatched
for SINGAPORE, PENANG and CALCUTTA on 21st July.
S.S. "TOHILLA," 6,679 tons, Capt. C. J. Swanson, R.N.R., will be despatched
as above on 31st July.

The above Steamers have excellent saloon accommodation for passengers and are fitted
with all modern conveniences and carry a duly qualified surgeon.

For Freight or passage, apply to
DAVID SASSOON & CO., LTD.
HONGKONG, 10th July, 1911. 152

MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

BRITISH

A'scity, despatch-boat, 1,700 tons, 4 guns, 2,000
i.h.p., Comdr. Lamb, C.L., Weihaiwei.
Atlas, admiral's tug, 615 tons, 1,400 i.h.p.,
Hongkong.
Bramble, gunboat, 710 tons, 900 i.h.p., Lieut.
Comdr. B. E. Pritchard, Kukuang,
Britomart, gunboat, 710 tons, 900 i.h.p., Lieut.
Comdr. W. H. Darwall, Hongkong.
Cadmus, British sloop, 1,070 tons, i.h.p. 1,400,
f.d., Comdr. Hugh P. F. Williams,
Hankow.
Cherub, water tank and tug, 390 tons, i.h.p. 34,
Master W. Smith, Hongkong.
Clio, British sloop, 1,070 tons, i.h.p. 1,400,
Comdr. H. B. Veale, Canton.
Fame, torpedo-boat destroyer, 340 tons,
guns, 5,700 i.h.p., Lt. Comdr. H. F. Moore,
Hongkong.
Hurdy, torpedo-boat destroyer, 295 tons, 6 guns,
4,000 h.p., Lieut. Comdr. Brickenden,
West River.
Janus, torpedo-boat destroyer, 320 tons, 6 guns,
3,900 h.p., Lieut. Comdr. Maxwell, Hong-
kong.
Kent, armoured cruiser, 9,800 tons, 14 guns,
i.h.p. 22,000, Capt. Allen T. Hunt, Wei-
haiwei.
Kinsale, river gun boat, 616 tons, i.h.p. 1,200
i.h.p., Comdr. H. Marryat, Hankow.
Merlin, surveying ship, 1,070 tons, 6 guns, 1,400
i.h.p., Capt. F. C. C. Pasco, Surveying Duties.
Minotaur, armoured cruiser (flagship), Vice-
Admiral Sir A. L. Wintle, K.C.B.
C.V.O., C.M.G., 14,600 tons, i.h.p. 27,000,
Capt. G. C. Chayley, Weihaiwei.
Monmouth, armoured cruiser, 9,800 tons, i.h.p.
22,000, Capt. B. H. F. Bartlett, M.V.O.,
Weihaiwei.
Moorhen, river gunboat, 180 tons, 2 guns,
i.h.p. 800, Lieut. Comdr. G. P. Leith,
West River.
Newcastle, 2nd class cruiser, 4,800 tons, turbine,
22,000 F.D., Captain George P. E. Hunt,
D.S.O., Shanghai.
Nightingale, river gunboat, 85 tons, 240 h.p.,
Lt. Comdr. Malcolm Murray, R.N., Yang-
tze.
Oke, torpedo-boat destroyer, 385 tons, 6 guns,
6,300 i.h.p., Lieut. Comdr. Chambers, Wei-
haiwei.
Pegasus, protected cruiser, 2,135 tons, i.h.p.
5,000, (7,000 F.D.), Comdr. F. H. Mitchell,
Weihaiwei.
Prometheus, 3rd class cruiser, 2,135 tons, i.h.p.
5,000, Comdr. H. Luxmore, Hongkong.
Ribble, T.B.D., 590 tons, 7,500 F.D., 6 guns,
Lt. Comdr. E. J. G. Mackinnon, Wei-
haiwei.
Robin, river gunboat, 85 tons, 2 guns, 240 h.p.,
Lt. Comdr. Allan Dixon, West River.
Reserve, depot ship for Submarine, 950 tons,
i.h.p. 1,400, Comdr. N. E. Archibald,
Hongkong.
Saudipier, river gunboat, 85 tons, 2 guns, 24
h.p., Lieut. Comdr. I. A. B. Hutton,
Hongkong.
Spike, river gunboat, 85 tons, 2 guns, 240 h.p.,
Lt. Comdr. Maurice B. Leslie, Yangtze.
Taku, torpedo boat destroyer, 305 tons, i.h.p.
6,000, Gunner E. J. Trille, Hongkong.
Tamar, receiving ship, 4,650 tons, 6 guns,
Commodore Eyre, Hongkong.
Tol, river gunboat, 130 tons, 2 guns, 800 i.h.p.,
Lieut. Comdr. Hon. Guy Stopford, Chang-
king.
Thistle, gunboat, 710 tons, 900 h.p., Lieut.
Com. H. R. N. Cottrell-Dormer, Hankow.
Uak, T.B.D., 590 tons, 7,500 F.D., 6 guns, Lt.
Comdr. B. W. Bluet, Weihaiwei.
Virago, torpedo-boat destroyer, 39 tons, 6 guns,
6,300 i.h.p., Lieut. Comdr. Harold D. Adair-
Hall, Weihaiwei.

Waterwitch, surveying ship, 620 tons, 450 i.h.p.
Lieut. Comdr. F. A. Reye, Singapore.
Welland, T.B.D., 590 tons, 7,500 F.D., 6 guns,
Comdr. Seymour, Weihaiwei.
Whiting, torpedo-boat destroyer, 350 tons, 5
guns, 5,900 h.p., Lieut. Comdr. G. B.
Hartford, Weihaiwei.
Widgeon, gunboat, 195 tons, 2 guns, 800 h.p.,
Comdr. M. H. Wilding, Kiating.
Woodcock, gunboat, 150 tons, 2 guns, 550 h.p.,
Lieut. Comdr. M. E. R. Blackwood, Yang-
tze.
Woodcock, gunboat, 150 tons, 2 guns, 550 h.p.,
Lieut. Comdr. G. F. A. Mulock, Hankow

LATEST STEAMER MOVEMENTS.

The str. Rubi left Manila on the 13th
July, and is due here on or about 16th
July, daylight.

The H.A.L. str. Brasilia left Shanghai
on the 14th July, a.m., and may be ex-
pected here on or about the 17th July,
a.m.

The P. & O. str. Candia left Singapore
for this port on the 13th July, at 4 p.m.,
and is due here on the 18th July, at about
6 p.m.

The str. Dilwara, from Calcutta, left
Singapore on the 13th July, and may be
expected here on or about the 19th July.

The Apar str. Gregory Apar, from
Shanghai and Kobe, left Moji on the
15th July, a.m., and may be expected
here on or about the 19th July.

The C. P. R. Co.'s R.M.S. Empress of
India, which left here on the 22nd June,
arrived at Vancouver, B.C., on the 13th
July.

The I.G.M. str. Prinz Eitel Friedrich,
which left here on the 10th July, at 6
p.m., arrived at Singapore on the 14th
July, at 8 a.m.

The O.S.K. str. Panama Maru left
Shanghai at noon on the 14th July, and
is expected to arrive here on the 17th
July, p.m.

The T.K.K. str. Shingo Maru arrived
at Honolulu on 16th July.

The T.K.K. str. Nippon Maru is ex-
pected at Yokohama en route for Hong-
kong on 23rd July.

The T.K.K. str. Kiyo Maru arrived at
Yokohama on 11th July.

The T.K.K. str. Tenyo Maru left San
Francisco for Hongkong on 12th July.

The T.K.K. str. Hongkong Maru is
expected at Manzanillo en route for
South American Coast on 18th July.

The T.K.K. str. Bayo Maru left
Iquique for Callao on 13th July.

ON SALE.

A TABLE OF THE

RATES OF EXCHANGE AT BOMBAY.

For Demand Drafts on London on the day of
or preceding the departure of the English
Mails; also Table of the Yearly
Approximate Averages for 35 years.

FROM 1874 TO 1909.

Price 22 Cash. On Sale at the DAILY PRESS
Office, or Local Booksellers.

SHIPPING

ARRIVALS.

ARMAND BEUC, French str., 3,664, Lafont, 15th July—Marseilles 16th June, General—Messageries Maritimes.
 BENJAMIN, British str., 2,520, R. W. Ben, 15th July—Mojito 10th July, Coal—(Libb, Livingston & Co.)
 CHINCHU, British str., 2,000, Walker, 15th July—Shanghai 11th July, General—Butterfield & Swire.
 HINOSHIMA MARU, Japanese str., 2,035, S. Hirase, 15th July—Singapore 9th July, General—Nippon Yusen Kaisha.
 JASON, British str., 4,800, T. G. Staves, 15th July—Singapore 10th July, General—Butterfield & Swire.
 KOSCHING, German str., 1,217, Rosenthal, 15th July—Pakhoi and Hoihow 14th July, Rice—Butterfield & Swire.
 OCEANIAN, French str., 4,200, A. Magor, 15th July—Shanghai 12th July, General—Messageries Maritimes.
 OTARI MARU, Japanese str., 1,993, Niyamari, 14th July—Dairen 9th July, Coal—Mitsui Bussan Kaisha.
 RAHAT, German str., 1,275, A. Roscher, 15th July—Wakamatsu 7th July, Coal—Mitsui Bussan Kaisha.
 SIKIANG, French str., 1,450, W. B. Brown, 15th July—Sydney 20th June, General—Butterfield & Swire.
 TAIYUAN, British str., 1,450, W. B. Brown, 15th July—Sydney 20th June, General—Butterfield & Swire.
 TANGU MARU, Japanese str., 4,627, K. Kawara, 15th July—Shanghai 12th July, General—Nippon Yusen Kaisha.
 WONGKONG, German str., 1,115, H. Oltmanns, 15th July—Manila 12th July—Butterfield & Swire.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
 July 16th.
 FOCHOW, British str., for Manila.
 HONGKONG, British str., for Haiphong.
 JASON, British str., for Shanghai.
 KEONGWAI, British str., for Swatow.
 KUMANG, British str., for Yokohama.
 MANCHURIA, Am. str., for San Francisco.
 MANTIDE, German str., for Haiphong.
 OCEANIAN, French str., for Saigon.

DEPARTURES.

July 16th.
 ARMAND BEUC, French str., for Japan.
 CHINCHU, British str., for Canton.
 HINOSHIMA MARU, Japanese str., for S'hai.
 MONSIEUR, British str., for Manila.
 KWANGTUNG, Chinese str., for Canton.
 WASHINGTON, British str., for Shanghai.

VESSELS EXPECTED.

THE AMERICAN MAIL.
 The P.M. str. *Nile*, with the U.S. mail from San Francisco, sails from Yokohama on the 11th July, between 10 a.m. and noon, on route to Hongkong via Kobe, Nagasaki and Shanghai, and is due to arrive at Hongkong on the 16th July.
 THE AUSTRALIAN MAIL.
 The I.G.M. str. *Chelmer*, left Yau on the 14th July, at 6 p.m., and may be expected here on or about the 22nd July.
 The E. & A. str. *Eastern* left Sydney on the 3rd July, for this port (via Queensland Ports, Port Darwin and Manila).
 The E. & A. str. *Aldenhurst* left Sydney on the 8th July, for this port via Queensland Ports and Manila.
 THE CANADIAN MAIL.
 The C.P. R. str. *Montague* left Vancouver, B.C., for Hongkong (via usual ports of call) on the 4th July.
 THE ENGLISH MAIL.
 The P. & O. str. *Delta* left Singapore for this port on the 12th July, at 6 p.m., with the outward English mails, and is due here on the 17th July, at 6 a.m.
 THE GERMAN MAIL.
 The I.G.M. str. *Lutetia*, carrying the German mails with dates from Berlin of the 28th June, left Colombo on the 13th July, p.m., and may be expected here on or about the 24th July.
 MERCHANT STEAMERS.
 The N.Y.K. str. *Mishima Maru* (European Line) left Singapore for this port on the 11th July, and is expected here on the 16th July.
 The N.Y.K. str. *Totomi Maru* (Calcutta Line) left Kobe for this port via Moji on the 10th July, and is expected here on the 17th July.
 The Seang Lin str. *Glenogle* left Rangoon on the 14th July, for Hongkong via Penang and Singapore, and is expected to arrive here on the 18th July.
 The N.Y.K. str. *Sada Maru* (American Line) left Kobe for this port via Moji and Shanghai on the 12th July, and is expected here on the 21st July.
 The E.K.K. str. *Kyo Maru* left Honolulu on the 23rd June for Hongkong, and is expected to arrive at this port on the 28th July.
 The Swedish East Asiatic Co.'s str. *Yeddo* left Port Said on the 29th June, and is expected to arrive here on or about the 29th July.
 The "Mogul Line" str. *Braemar* left United Kingdom on the 9th June, for Hongkong via the Straits, and is due here about 21st July.
 The str. *Kito* passed the Suez Canal on the 2nd July for Hongkong.
 The "Mogul Line" str. *Pathan* left United Kingdom on the 7th July, for Hongkong via the Straits.
 The N.Y.K. str. *Kirin Maru* (Calcutta Line) left Calcutta for this port via Rangoon on the 4th July, and is expected here on the 14th August.

INDO-CHINA STEAM NAVIGATION CO., LTD.
Fookshing, from Guangxi and Mexico, is due in Hongkong 10th July.
Huangang, from Shanghai, is due in Hongkong 15th July.
 SHIRE LINE.
Carmarthenshire, from London, is due in Hongkong 20th July.
Den of Glamis, from London, is due in Hongkong 25th August.
 BRITISH INDIA STEAM NAVIGATION CO., LTD.
Irinda, from Japan, is due in Hongkong 22nd July.

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

| DESTINATION. | VESSEL'S NAMES. | FLAG & SIG. | DEPT. | CAPTAIN. | FOR FREIGHT APPLY TO. | TO BE DESPATCHED. |
|---|------------------|-------------|-------|--------------------|-------------------------------|----------------------------|
| LONDON, VIA HULL PORTS OF CALL. | DEVANHA | Brit. str. | — | W. R. Hickey | P. & O. S. N. Co. | On 20th inst., at Noon. |
| LONDON, ROTTERDAM & ANTWERP. | POONA | Brit. str. | — | A. P. Vire, R.N.R. | P. & O. S. N. Co. | About 24th inst. |
| ROTTERDAM, HAMBURG & ANTWERP. | PEMBROKESHIRE | Brit. str. | — | Delnat | JARDINE, MATHESON & Co., Ltd. | About 4th August. |
| HAVRE, BREMEN, HAMBURG & ANTWERP. | BRASLIA | Ger. str. | k. w. | Such | HAMBURG-AMERICA LINE | To-morrow. |
| HAVRE, ROTTERDAM & HAMBURG. | SAMBIA | Ger. str. | k. w. | Jäger | HAMBURG-AMERICA LINE | On 22nd inst. |
| HAVRE, BREMEN & HAMBURG. | JOHNSTON | Ger. str. | k. w. | Diedrichsen | HAMBURG-AMERICA LINE | On 13th August. |
| MARSEILLES, LONDON & HAMBURG. | TANGO MARU | Jan. str. | — | K. Kawara | NIPPON YUSEN KAISHA | To-morrow, at D'light. |
| MARSEILLES, HAVRE & HAMBURG. | SUESIA | Ger. str. | k. w. | Ernst | HAMBURG-AMERICA LINE | On 7th August. |
| VICTORIA, B.C. & TACOMA, VIA KEELUNG & JAPAN. | AWA MARU | Jap. str. | — | E. Shimizu | NIPPON YUSEN KAISHA | To-day, at 4 p.m. |
| VICTORIA, B.C. & TACOMA, VIA KEELUNG & JAPAN. | TACOMA MARU | Jap. str. | — | — | NIPPON YUSEN KAISHA | On 18th inst., at 1 p.m. |
| NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON. | PANAMA MARU | Jap. str. | — | — | OSAKA SHOSHEN KAISHA | On 25th inst., at 1 p.m. |
| TRIESTE, Fiume, Venice via Singapore, &c. | YOROKU | Ger. str. | — | H. Rehm | MELCHERS & Co. | On 24th inst., at Noon. |
| BOSTON & NEW YORK. | KORBER | Am. str. | — | — | SANDER, WIELER & Co. | On 19th inst., at 5 p.m. |
| BOSTON & NEW YORK. | SIESIA | Brit. str. | — | W. E. Kelway | JARDINE, MATHESON & Co., Ltd. | About 30th inst. |
| VANCOUVER VIA SHANGHAI, JAPAN, &c. | INDRAGHRI | Am. str. | — | R. Lindblat | THE BANK LINE, LONDON | On 24th August. |
| VANCOUVER VIA SHANGHAI, JAPAN, &c. | EMERSON OF INDIA | Brit. str. | 2 m. | W. Devision | CANADIAN PACIFIC R. CO. | On 24th Aug., at 6 p.m. |
| SAN FRANCISCO VIA KEELUNG & JAPAN, &c. | MANCHURIA | Am. str. | — | W. W. Groves | PACIFIC MAIL S.S. CO. | To-day, at 1 p.m. |
| SAN FRANCISCO VIA SHANGHAI & JAPAN, &c. | CHITO MARU | Jap. str. | — | L. Dawson | OTOY KISHI KAISHA | On 23rd inst., at Noon. |
| AUSTRALIAN PORTS VIA MANILA. | TAIYUAN | Brit. str. | — | T. Sekine | PACIFIC MAIL S.S. CO. | On 30th inst., at 1 p.m. |
| AUSTRALIAN PORTS VIA MANILA. | ST. ADAMS | Jap. str. | — | L. Klugkist | OTOY KISHI KAISHA | On 19th inst., at Noon. |
| MEXICAN, PERUVIAN & CHILEAN VIA JAPAN. | YAWATA MARU | Ger. str. | — | P. Wheeler | NIPPON YUSEN KAISHA | On 23rd inst., at Noon. |
| YOKOHAMA, KOBE & MOJI. | KITO MARU | Jap. str. | — | W. W. Tucker | OTOY KISHI KAISHA | On 22nd August, at Noon. |
| YOKOHAMA & KOBE. | KUMANG | Brit. str. | — | — | MELCHERS & Co. | On 10th Aug., at 9 a.m. |
| YOKOHAMA & KOBE. | YOROKU | Ger. str. | — | — | JARDINE, MATHESON & Co., Ltd. | On 6th Aug., at Noon. |
| YOKOHAMA & KOBE. | YOROKU | Ger. str. | — | — | JARDINE, MATHESON & Co., Ltd. | To-day, at Noon. |
| YOKOHAMA & KOBE. | YOROKU | Ger. str. | — | — | JARDINE, MATHESON & Co., Ltd. | On 27th inst., at Noon. |
| YOKOHAMA & KOBE. | YOROKU | Ger. str. | — | — | JARDINE, MATHESON & Co., Ltd. | About 31st inst. |
| YOKOHAMA & KOBE. | YOROKU | Ger. str. | — | — | JARDINE, MATHESON & Co., Ltd. | To-morrow, at 5 p.m. |
| YOKOHAMA & KOBE. | YOROKU | Ger. str. | — | — | JARDINE, MATHESON & Co., Ltd. | About 23rd inst. |
| YOKOHAMA & KOBE. | YOROKU | Ger. str. | — | — | JARDINE, MATHESON & Co., Ltd. | On 29th inst. |
| YOKOHAMA & KOBE. | YOROKU | Ger. str. | — | — | JARDINE, MATHESON & Co., Ltd. | On 31st inst., at Noon. |
| YOKOHAMA & KOBE. | YOROKU | Ger. str. | — | — | JARDINE, MATHESON & Co., Ltd. | Quick despatch. |
| YOKOHAMA & KOBE. | YOROKU | Ger. str. | — | — | JARDINE, MATHESON & Co., Ltd. | To-morrow, at Noon. |
| YOKOHAMA & KOBE. | YOROKU | Ger. str. | — | — | JARDINE, MATHESON & Co., Ltd. | On 27th inst., at 4 p.m. |
| YOKOHAMA & KOBE. | YOROKU | Ger. str. | — | — | JARDINE, MATHESON & Co., Ltd. | To-morrow. |
| YOKOHAMA & KOBE. | YOROKU | Ger. str. | — | — | JARDINE, MATHESON & Co., Ltd. | On 18th inst., at 4 p.m. |
| YOKOHAMA & KOBE. | YOROKU | Ger. str. | — | — | JARDINE, MATHESON & Co., Ltd. | On 18th inst., at D'light. |
| YOKOHAMA & KOBE. | YOROKU | Ger. str. | — | — | JARDINE, MATHESON & Co., Ltd. | About 19th inst. |
| YOKOHAMA & KOBE. | YOROKU | Ger. str. | — | — | JARDINE, MATHESON & Co., Ltd. | On 20th inst., at M'night. |
| YOKOHAMA & KOBE. | YOROKU | Ger. str. | — | — | JARDINE, MATHESON & Co., Ltd. | About 20th inst. |
| YOKOHAMA & KOBE. | YOROKU | Ger. str. | — | — | JARDINE, MATHESON & Co., Ltd. | On 23rd inst. |
| YOKOHAMA & KOBE. | YOROKU | Ger. str. | — | — | JARDINE, MATHESON & Co., Ltd. | On 24th inst. |
| YOKOHAMA & KOBE. | YOROKU | Ger. str. | — | — | JARDINE, MATHESON & Co., Ltd. | About 25th inst. |
| YOKOHAMA & KOBE. | YOROKU | Ger. str. | — | — | JARDINE, MATHESON & Co., Ltd. | On 29th inst. |
| YOKOHAMA & KOBE. | YOROKU | Ger. str. | — | — | JARDINE, MATHESON & Co., Ltd. | On 29th inst. |
| YOKOHAMA & KOBE. | YOROKU | Ger. str. | — | — | JARDINE, MATHESON & Co., Ltd. | On 4th August. |
| YOKOHAMA & KOBE. | YOROKU | Ger. str. | — | — | JARDINE, MATHESON & Co., Ltd. | About 20th August. |
| YOKOHAMA & KOBE. | YOROKU | Ger. str. | — | — | JARDINE, MATHESON & Co., Ltd. | Quick despatch. |
| YOKOHAMA & KOBE. | YOROKU | Ger. str. | — | — | JARDINE, MATHESON & Co., Ltd. | To-morrow, at Noon. |
| YOKOHAMA & KOBE. | YOROKU | Ger. str. | — | — | JARDINE, MATHESON & Co., Ltd. | On 24th inst., at 10 a.m. |
| YOKOHAMA & KOBE. | YOROKU | Ger. str. | — | — | JARDINE, MATHESON & Co., Ltd. | On 21st inst., at Noon. |
| YOKOHAMA & KOBE. | YOROKU | Ger. str. | — | — | JARDINE, MATHESON & Co., Ltd. | To-day, at 11 a.m. |
| YOKOHAMA & KOBE. | YOROKU | Ger. str. | — | — | JARDINE, MATHESON & Co., Ltd. | On 19th inst., at 11 a.m. |
| YOKOHAMA & KOBE. | YOROKU | Ger. str. | — | — | JARDINE, MATHESON & Co., Ltd. | On 23rd inst., at 11 a.m. |
| YOKOHAMA & KOBE. | YOROKU | Ger. str. | — | — | JARDINE, MATHESON & Co., Ltd. | To-day, at 4 p.m. |
| YOKOHAMA & KOBE. | YOROKU | Ger. str. | — | — | JARDINE, MATHESON & Co., Ltd. | To-day, at 4 p.m. |
| YOKOHAMA & KOBE. | YOROKU | Ger. str. | — | — | JARDINE, MATHESON & Co., Ltd. | On 20th inst., at 2 p.m. |
| YOKOHAMA & KOBE. | YOROKU | Ger. str. | — | — | JARDINE, MATHESON & Co., Ltd. | On 20th inst., at 4 p.m. |
| YOKOHAMA & KOBE. | YOROKU | Ger. str. | — | — | JARDINE, MATHESON & Co., Ltd. | On 23rd inst., at 4 p.m. |
| YOKOHAMA & KOBE. | YOROKU | Ger. str. | — | — | JARDINE, MATHESON & Co., Ltd. | On 27th inst., at 2 p.m. |
| YOKOHAMA & KOBE. | YOROKU | Ger. str. | — | — | JARDINE, MATHESON & Co., Ltd. | On 30th inst., at 4 p.m. |
| YOKOHAMA & KOBE. | YOROKU | Ger. str. | — | — | JARDINE, MATHESON & Co., Ltd. | Quick despatch. |
| YOKOHAMA & KOBE. | YOROKU | Ger. str. | — | — | JARDINE, MATHESON & Co., Ltd. | On 26th inst. |
| YOKOHAMA & KOBE. | YOROKU | Ger. str. | — | — | JARDINE, MATHESON & Co., Ltd. | On 26th inst. |
| YOKOHAMA & KOBE. | YOROKU | Ger. str. | — | — | JARDINE, MATHESON & Co., Ltd. | To-day, at Noon. |
| YOKOHAMA & KOBE. | YOROKU | Ger. str. | — | — | JARDINE, MATHESON & Co., Ltd. | On 18th inst. |
| YOKOHAMA & KOBE. | YOROKU | Ger. str. | — | — | JARDINE, MATHESON & Co., Ltd. | On 21st inst. |
| YOKOHAMA & KOBE. | YOROKU | Ger. str. | — | — | JARDINE, MATHESON & Co., Ltd. | On 25th inst., at Noon. |
| YOKOHAMA & KOBE. | YOROKU | Ger. str. | — | — | JARDINE, MATHESON & Co., Ltd. | On 27th inst., at Noon. |
| YOKOHAMA & KOBE. | YOROKU | Ger. str. | — | — | JARDINE, MATHESON & Co., Ltd. | Middle of August. |
| YOKOHAMA & KOBE. | YOROKU | Ger. str. | — | — | JARDINE, MATHESON & Co., Ltd. | On 21st inst., at 8 a.m. |
| YOKOHAMA & KOBE. | YOROKU | Ger. str. | — | — | JARDINE, MATHESON & Co., Ltd. | To-morrow, at Daylight. |
| YOKOHAMA & KOBE. | YOROKU | Ger. str. | — | — | JARDINE, MATHESON & Co., Ltd. | To-morrow, at 9 a.m. |

"SHIRE" LINE OF STEAMERS, LIMITED.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

| FOR | STEAMERS | DATE OF DEPARTURE |
|------------------------------|------------------|-------------------|
| SHANGHAI, NAGASAKI, KOBE &c. | "CARMARTHENSIRE" | About 20th July. |
| YOKOHAMA | "PEMBROKESHIRE" | About 6th August. |
| LONDON, ROTTERDAM & ANTWERP. | "DEN OF GLAMIS" | About 23rd Aug. |
| SHANGHAI, NAGASAKI, KOBE &c. | "CARMARTHENSIRE" | About 1st Sept. |

* Does not carry passengers.
 These Steamers have superior accommodation for a limited number of First Class Passengers. Cabins are situated amidships, and are fitted with electric light and fans. Attention is particularly directed to the moderate fares charged.
 For Freight or Passage, apply to
JARDINE, MATHESON & Co., LTD.,
 AGENTS.

Hongkong, 9th July, 1912.

INDO-CHINA S. NAV. CO., LTD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

| FOR | STEAMERS | DATE OF DEPARTURE |
|---------------------------------|---------------|-------------------------------|
| YOKOHAMA, KOBE & MOJI | "KUMANG" | Tuesday, 16th July, Noon. |
| SINGAPORE, SAMARANG & SOERABAYA | "HOPBANG" | Tuesday, 16th July, Noon. |
| SINGAPORE, PENANG & CALCUTTA | "ONSANG" | Wednesday, 17th July, 10 p.m. |
| CHINWANTAO | "CHEONGSHING" | Wednesday, 17th July, 10 p.m. |
| YOKOHAMA | "KUMANG" | Thursday, 18th July, 2 p.m. |
| SINGAPORE, PENANG & CALCUTTA | "YUENSANG" | Saturday, 27th July, 2 p.m. |

RETURN TOURS TO JAPAN.

The Steamers "KUMANG," "NAMBANG" and "FOONGHANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.
 These vessels have all modern improvements and are fitted throughout with Electric Light.
 A duly qualified surgeon is also carried.
 Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.
 Taking Cargo on through Bills of Lading to Yangtze Ports, Tsingtau, Weihaiwei, Chefoo, Iquien and Newchwang.
 Telephone No. 215, Sub. Exch. 4.
 For Freight or Passage, apply to
JARDINE, MATHESON & Co., LTD.,
 GENERAL MANAGERS.

Hongkong, 16th July 1912.

BRITISH INDIA S. N. CO., LTD.

NEW FORTNIGHTLY SERVICE OF STEAMERS BETWEEN KOBE, HONGKONG AND RANGOON.

EASTWARD.

The S.S. "ITOLA," 5,257 tons, Captain W. W. Tucker, will be despatched for YOKOHAMA and KOBE on 27th July, at Noon, to be followed on 10th August by S.S. "NUTTRA," Capt. H. Carry, taking Cargo and Passengers at Current Rates.

WESTWARD.

The S.S. "IRINDA," 5,251 tons, Captain A. J. Evans, will leave HONGKONG for SINGAPORE, PENANG and RANGOON on 25th July, at Noon, followed by the S.S. "FUTALA," Captain H. W. Tallent, on the 2nd August, at Noon, taking Cargo and Passengers at Current Rates.

The above Steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences.
 For Freight or Passage, apply to
JARDINE, MATHESON & Co., LTD.,
 AGENTS.

Telephone No. 215.

Hongkong, 15th July, 1912.

CANADIAN PACIFIC ROYAL MAIL STEAMSHIP LINE.

VIA VANCOUVER

THE CANADIAN PACIFIC RAILWAY

PROPOSED SAILINGS FROM HONGKONG AND QUEBEC.

SUBJECT TO ALTERATION.

| FOR VANCOUVER. | 1912 | FOR LIVERPOOL. | 1912 |
|--------------------|------------------|----------------------|------------------|
| "MONTEAGLE" | SAT., 3rd Aug. | "ALLAN LINE" | FRI., 30th Aug. |
| "EMPRESS OF INDIA" | SAT., 24th Aug. | "EMPRESS OF BRITAIN" | FRI., 20th Sept. |
| "EMPRESS OF JAPAN" | SAT., 14th Sept. | "ALLAN LINE" | FRI., 11th Oct. |
| "MONTEAGLE" | SAT., 5th Oct. | "EMPRESS OF IRELAND" | FRI., 1st Nov. |

Steamships leave HONGKONG at 6 p.m.
 THE direct route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Mail Express, and at QUEBEC with the Company's Atlantic "EMPRESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi Wireless apparatus.

Hongkong to London, 1st Class via Canadian Atlantic Ports or New York £71.10
 Intermediate Steamship) £43 " £45.
 "Monteagle"

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line.

E.M.S. "MONTEAGLE" carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments. Full particulars of application from Agents.

For further information Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, Corner Pedder Street and Praya opposite Blake Pier.

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NORDDEUTSCHER LLOYD. BREMEN

IMPERIAL GERMAN MAIL

LINES.

| FOR | STEAMERS | TONS | TO SAIL. |
|-----|----------|------|----------|
|-----|----------|------|----------|

NAPLES, GENOA, ALGIERS, "YORCK," 17,000 { Wednesday, 24th July, at Noon.
 GIBRALTAR, SOUTHAMPTON, Capt. H. Rehm,
 ANTWERP and BREMEN ...

SHANGHAI, NAGASAKI, KOBE "LUETZOW," 17,300 { About Wed'ay, 24th July.
 and YOKOHAMA ... Capt. J. Bortfeldt,

MANILA, YAP, MARONN, "COLENZ," 6,750 { Saturday, 10th Aug., at 9 a.m.
 NEWGUINEA, BRISBANE, Capt. L. Klugkist,
 SYDNEY and MELBOURNE ...

KOBE and YOKOHAMA "COLENZ," 6,750 { About Tuesday, 23rd July.
 Capt. L. Klugkist,

KUDAT and SANDAKAN "BORNEO," 5,000 { Middle of August.
 Capt. F. Sembill,

All the Steamers of the European Line are fitted with Wireless Telegraphic.

New System of Telephones.

For Further Particulars, apply to

NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
 GENERAL AGENTS HONGKONG AND CHINA.

Hongkong, 16th July, 1912.

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

| FOR | STEAMERS | TO SAIL | REMARKS |
|--|--|--|--|
| SHANGHAI | DELTA Capt. E. P. Martin, R.N.R. | Daylight 18th July. | Freight and Passage. |
| SHANGHAI, MOJI, KOBE AND YOKOHAMA | CANDIA Capt. R. E. Shone, NUBIA Capt. F. J. Fox | About 19th July. About 25th July. | Freight only. Freight and Passage. |
| LONDON VIA USUAL PORTS OF CALL | DEVANHA Capt. W. R. Hickey | Noon, 20th July. | See Special Advertisement. |
| LONDON and ANTWERP via SINGAPORE, PE- NANG, COLOMBO, PORT SAID and MARSEILLES | POONA Capt. A. F. Vico, R.N.R. | About 24th July. | Freight only. |

For Further Particulars apply to

H. W. D. SHALLARD,
Acting Superintendent.

Hongkong, 16th July, 1912

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

| FOR | STEAMERS | TO SAIL |
|--|-----------|----------------------|
| MANILA, CEBU and ILOILO | "KATONG" | On 16th July, 4 P.M. |
| MANILA | "FOOCHOW" | On 16th July, 4 P.M. |
| SHANGHAI | "CHINHUA" | On 18th July, 4 P.M. |
| MANILA, ZAMBOANGA, THURS- DAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE | "TAIYUAN" | On 19th July, Noon. |
| SHANGHAI | "ANHUI" | On 20th July, Noon. |
| HOIHOW (MAM) and HAIPHONG | "SINGAN" | On 21st July, 2 A.M. |
| MANILA, CEBU and ILOILO | "TAMING" | On 23rd July, 4 P.M. |
| WEIHAWEI and TIENTSIN | "HUICHOW" | On 27th July, 4 P.M. |

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.
S.S. "LINTAN" and S.S. "SANUL".
AUSTRALIAN STEAMERS have superior accommodation with Electric Light
throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried.
REDUCED FARES, Cargo booked through for all Australian, New Zealand and
Tasmanian Ports.

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING".
Saloon accommodation Ample; Electric Fans fitted; Extra State-rooms on Deck aft.
Saloon accommodation of S.S. "KATONG" is situated on Deck, aft; Electric Fans fitted.
SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS
("ANHUI," "CHENAN," "CHINHUA" and "LINAN") with excellent accommoda-
tion, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.
Leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through
Bills of Lading to all Yangtze and Northern China Ports.

N.Y.—Passengers must embark before Midnight on SATURDAY, for the SUNDAY
Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY
Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the
transshipment at Woosung.

REDUCED FARES:—SINGLE \$45.....RETURN \$75.
NEW SERVICE—SHANGHAI to ANTUNG sailings on alternate Wednesdays.

For Freight or Passage apply to—
HONGKONG, 16th July, 1912.

BUTTERFIELD & SWIRE,
AGENTS**DOUGLAS STEAMSHIP CO., LD.**

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid
Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR

SWATOW, AMOY AND FOOCHOW

AND RETURN.

(Occupying 9 to 10 Days).

| STEAMSHIP | CAPTAIN | LEAVING |
|------------|----------------------|--------------------------------|
| "FAITAN" | Capt. J. S. Roach | TUESDAY, 16th July, at 11 A.M. |
| "HAIMUN" | Capt. J. W. Evans | FRIDAY, 19th July, at 11 A.M. |
| "HAICHING" | Capt. W. C. Passmore | TUESDAY, 23rd July, at 11 A.M. |

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).
During the month of July—Return Tickets available for three months will be issued at
a Reduction of 20 per cent. on the usual rate to Foochow.

For Freight and Passage, apply to—

DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 16th July, 1912.

HAMBURG-AMERIKA LINIE.

IN CONJUNCTION WITH

DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO,
to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

MAKING Carries at Through Rates to all European, North Continental and British
Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean,
Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

| OUTWARD. | HOMEWARD. |
|---------------------------------------|---------------------------------------|
| FOR SHANGHAI, KOBE & YOKOHAMA: | |
| S.S. GOLDENFELS ... 23rd July. | FOR ROTTERDAM, HAMBURG & ANTWERP: |
| S.S. SUBVIA ... 2nd August. | S.S. BRASILIA ... 17th July. |
| S.S. PERSIA ... 15th August. | FOR HAVRE, BREMEN, HAMBURG & ANTWERP: |
| S.S. O. T. D. AHLERS ... 22nd August. | S.S. SAMBIA ... 22nd July. |
| S.S. C. PERD. LAEISZ ... 14th Sept. | FOR MARSEILLES, HAVRE & HAMBURG: |
| S.S. ARCADIA ... 24th Sept. | S.S. SILESIA ... 7th August. |
| | FOR HAVRE, ROTTERDAM & HAMBURG: |
| | S.S. FUERST BUELOW ... 13th August. |
| | FOR HAVRE, BREMEN & HAMBURG: |
| | S.S. GOLDENFELS ... 23rd August. |

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 12th July, 1912.

THE EASTERN & AUSTRALIAN

STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA.

MAIL SCHEDULE
(SUBJECT TO MODIFICATION).

| STEAMERS | ARRIVE HONGKONG FROM AUSTRALIA. | LEAVE HONGKONG FOR AUSTRALIA. |
|----------------|------------------------------------|----------------------------------|
| ST. ALBANS ... | | On 23rd July, at Noon |

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful
supply of Ice, First Provisions, etc., and are lighted throughout with Electricity.
All State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried.
For further particulars apply to

GIBB, LIVINGSTON & Co.,
AGENTS.

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TOYO KISEN KAISHA.IMPERIAL JAPANESE
TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Operating the THREE TRIPLE SCREW TURBINE Steamers

CHIYO MARU, SHINYO MARU AND

TENYO MARU.

Speed 21 KNOTS, Displacement 21,000 TONS.

and the TWIN SCREW S.S.

"NIPPON MARU."

INTERMEDIATE STEAMER.

Speed 18 KNOTS, Displacement 11,000 TONS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

| STEAMER | CAPTAIN | DATE OF SAILING. |
|-------------|---------------|-------------------------------|
| CHIYO MARU | W. W. Greene | TUESDAY, 23rd July, NOON. |
| NIPPON MARU | A. G. Stevens | TUESDAY, 13th Aug., at Noon. |
| TENYO MARU | E. Bent | TUESDAY, 20th Aug., at Noon. |
| SHINYO MARU | H. S. Smith | TUESDAY, 10th Sept., at Noon. |

THE S.S. "CHIYO MARU" will be despatched for SAN FRANCISCO via
KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, YOKO-
HAMA and HONOLULU, on TUESDAY, the 23rd July, at Noon.

SOUTH AMERICA LINE.

(In Connection with the NATIONAL RAILWAYS of MEXICO at MANZANILLO
and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

The Steamers—

BUYO MARU, HONGKONG MARU AND KIYO MARU

Ply between HONGKONG and CORONEL via MOJI, KOBE, YOKOHAMA, HONOLULU,
MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE and VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

| STEAMER | TONS | DATE OF SAILING. |
|---------------|--------|-----------------------------|
| KIYO MARU | 17,500 | TUESDAY, 6th Aug., NOON. |
| BUYO MARU | 10,500 | FRIDAY, 4th Oct., at Noon. |
| HONGKONG MARU | 11,000 | TUESDAY, 3rd Dec., at Noon. |

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS
TELEGRAPH APPARATUS and POST OFFICES.

SPECIAL RATES.—To OFFICERS of the ARMY and NAVY, members of the
CIVIL and CONSULAR SERVICES, and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD.

For Full Particulars as to Passage and Freight, apply to

S. MORIMOTO, AGENT,
King's Building (Opposite Blake Pier).**OSAKA SHOSHEN KAISHA.**

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE and PUGET SOUND RAILWAY

THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also charter
and fastest route, from the Pacific Coast to Chicago). Taking
cargo on through Bills of Lading to all Overland Common Ports
in the U.S.A. and Canada, also to the principal ports in Mexico,
Central and South America.

| FOR | STEAMERS | TONS (Gross reg.) | LEAVES. |
|--|----------------|----------------------|-----------------------------------|
| VICTORIA, B.C. & TACOMA via KEELUNG, NAGASAKI, KOBE, YOKKAICHI, AND YOKOHAMA | "TACOMA MARU" | 6,178 | THURSDAY, 18th July, at 1 P.M. |
| | "SEATTLE MARU" | 6,182 | THURSDAY, 8th Aug., at 1 P.M. |
| | "CHICAGO MARU" | 6,182 | TUESDAY, 3rd Sept., at 1 P.M. |
| VICTORIA, B.C. & TACOMA via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, AND YOKOHAMA | "PANAMA MARU" | 6,059 | TUESDAY, 23rd July, at 1 P.M. |
| | "MEXICO MARU" | 6,064 | SATURDAY, 17th Aug., at 1 P.M. |
| | "CANADA MARU" | 6,064 | TUESDAY, 17th Sept., at 1 P.M. |

O. S. K. has made the following revision on 1st class passage to Victoria, Tacoma, Seattle
Vancouver, Portland, and San Francisco:—

| | |
|--|-------------|
| From Manila | G. \$150.00 |
| From Hong Kong, Shanghai and Keelung | G. \$110.00 |
| From Nagasaki, Moji, Kobe and Yokohama | G. \$95.00 |
| 1st class passage from Hongkong to Victoria, Tacoma, Seattle, Vancouver, Portland and San Francisco | G. \$110.00 |

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for steerage
Passengers, situated AMIDSHIP. A limited number of Cabin Passengers carried at Low
Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attentions
given toward Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

| FOR | STEAMERS | LEAVES. |
|--------------------------------|---------------|----------------------------------|
| FOOCHOW via SWATOW and AMOY | "KAIJO MARU" | WEDDAY, 17th July, at Noon. |
| TAMSUI via SWATOW and AMOY | "DAIJIN MARU" | SUNDAY, 21st July, at Noon. |
| ANPING via SWATOW and AMOY | "SOSHU MARU" | WEDDAY, 24th July, at 10 A.M. |

N.B.—The Co.'s Coast-Line and Formosa Line of Steamers, will arrive and depart from
Seon Yip Co.'s wharf (near the Harbour Office, Praya Central).
For information of Freight, Passengers, Sailings, etc., apply at the Co.'s Local Branch
Office, at Second Floor, No. 1, Queen's Buildings.

S. HIROI,
MANAGER.

778-7

EST ASIATIQUE FRANCAIS

MESSAGERIES MARITIMES, AGENTS.

MAIL SERVICE TO AND FROM

TONKIN

in 53 hours.

S.S. "SI-KIANG," Capt. E. de Catalano.

(1ST AND 2ND CLASSES) will leave Hongkong for

KWANG OHOW WANG and HAIPHONG,

on WEDNESDAY, the 17th July, 1912, at 9 A.M.

For Passages and Freight apply to

P. THOMAS, M.M. Co.'s AGENT.

2

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

| DESTINATIONS | STEAMERS | TONS | SAILING DATES |
|---|------------------------------------|-------|---------------------------------------|
| MARSEILLES, LONDON and ANTWERP, via SINGA- PORE, PENANG, COLOMBO, SUZ and PORT SAID | TANGO MARU Capt. F. Katera | 8,000 | { WED'DAY, 17th July, at Daylight. |
| | KAMO MARU Capt. F. L. Sommer | 9,000 | { WED'DAY, 31st July, at Daylight. |
| VICTORIA, B.C. and SEATTLE via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA | AWA MARU Capt. Shimizu | 7,000 | { TUESDAY, 16th July, at 4 P.M. |
| | SADO MARU Capt. Asakawa | 7,000 | { TUESDAY, 30th July, at 4 P.M. |
| SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE | YAWATA MARU Capt. Sakino | 5,000 | { FRIDAY, 2nd Aug., at Noon. |
| | NIKKO MARU Capt. N. Yagi | 6,000 | { FRIDAY, 30th Aug., at Noon. |
| BOMBAY via SINGAPORE, and COLOMBO | KAMAKURA MARU Capt. K. Noyeda | 7,000 | { FRIDAY, 26th July. |
| KOBE and YOKOHAMA | MISHIMA MARU Capt. A. E. Moser | 9,000 | { WED'DAY, 17th July, at 5 P.M. |
| SHANGHAI, MOJI and KOBE | KAWACHI MARU Capt. Christiansen | 7,000 | { WED'DAY, 17th July. |
| NAGASAKI, KOBE & YOKOHAMA | NIKKO MARU Capt. N. Yagi | 6,000 | { WED'DAY, 31st July, at Noon. |
| SHANGHAI and KOBE | KIRIN MARU Capt. M. Deguchi | 4,000 | { MONDAY, 29th July. |

Fitted with New System of Wireless Telegraphy.

Cargo only

NEW LINE OF STEAMERS

BETWEEN

KOBE & CALCUTTA.

REGULAR FORTNIGHTLY SERVICE

FROM KOBE TO CALCUTTA, CALLING AT HONGKONG, SINGAPORE,
PENANG and RANGOON.

The next steamer from Hongkong:—

"TOTOMI MARU," 4,000 tons, Capt. Kawashima, Thursday, 18th July.

REDUCED SUMMER RATES

BETWEEN

HONGKONG AND JAPAN PORTS.

Commencing 1st June, ending 30th September, 1912.

SPECIAL EXCURSION TICKETS (1st and 2nd Class), available for 3 Months.

| | Yokohama Return. | Kobe Return. | Moji Return. | Nagasaki Return. |
|-----------|------------------|--------------|--------------|------------------|
| 1st Class | \$135 | \$122 | \$108 | \$95 |
| 2nd " | \$81 | \$75 | \$65 | \$57 |

With option of Rail between Steamer's Calling Ports in Japan.

For Further Information as to Freight, Sailing, &c., apply to—

T. KUSUMOTO, Manager.

TELEPHONE Nos. 292 and 1241.

112-13-556

PENINSULAR & ORIENTAL

STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS

FOR

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

| STEAMERS | Leave HONGKONG | Connecting Steamers from COLOMBO to MARSEILLES & LONDON | Due MARSEILLES (Brindisi 2 days earlier) | Due PLYMOUTH (London 1 day later) |
|---------------|-------------------|---|---|--|
| to COLOMBO | | | | |
| Steamer | Tons | Noon, SATURDAY | Steamer | Tons |
| DEVANHA | 8000 | July 20 | MOLDAVIA | 10000 |
| DELTA | 8000 | August 3 | MALAJA | 12500 |
| INDIA | 8000 | August 17 | MONGOLIA | 10000 |
| ARCADIA | 7000 | August 31 | MEDINA | 12500 |
| ASSAYE | 7500 | September 14 | MALIVA | 11000 |
| DEVANHA | 8000 | September 28 | MOOLTAN | 10000 |
| INDIA | 8000 | October 12 | MACEDONIA | 10500 |
| DELTA | 8000 | October 26 | MOREA | 11000 |

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to
the Express Mail Steamer at PORT SAID.
Accommodation in the connecting Steamer from COLOMBO is definitely reserved in
Hongkong at the time of Booking.

FARES TO LONDON:

1st SALOON £71.10 SINGLE, £106.14 RETURN.

2nd " £48.8 " £72.12 "

IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1st AND 2nd SALOON PASSENGERS AT REDUCED RATES.

PROPOSED SAILINGS:

| STEAMERS | Leave HONGKONG | Due LONDON |
|----------|-------------------|---------------|
| | Tonnage | about |
| NUBIA | 6000 | September 4 |
| SARDINIA | 7000 | September 18 |

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES.

FARES TO LONDON:

1st SALOON £55.0 SINGLE, £82.10 RETURN.

2nd " £38.10 " £57.4 "

For further Particulars, apply to—

H. W. D. SHALLARD,
ACTING SUPERINTENDENT.

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